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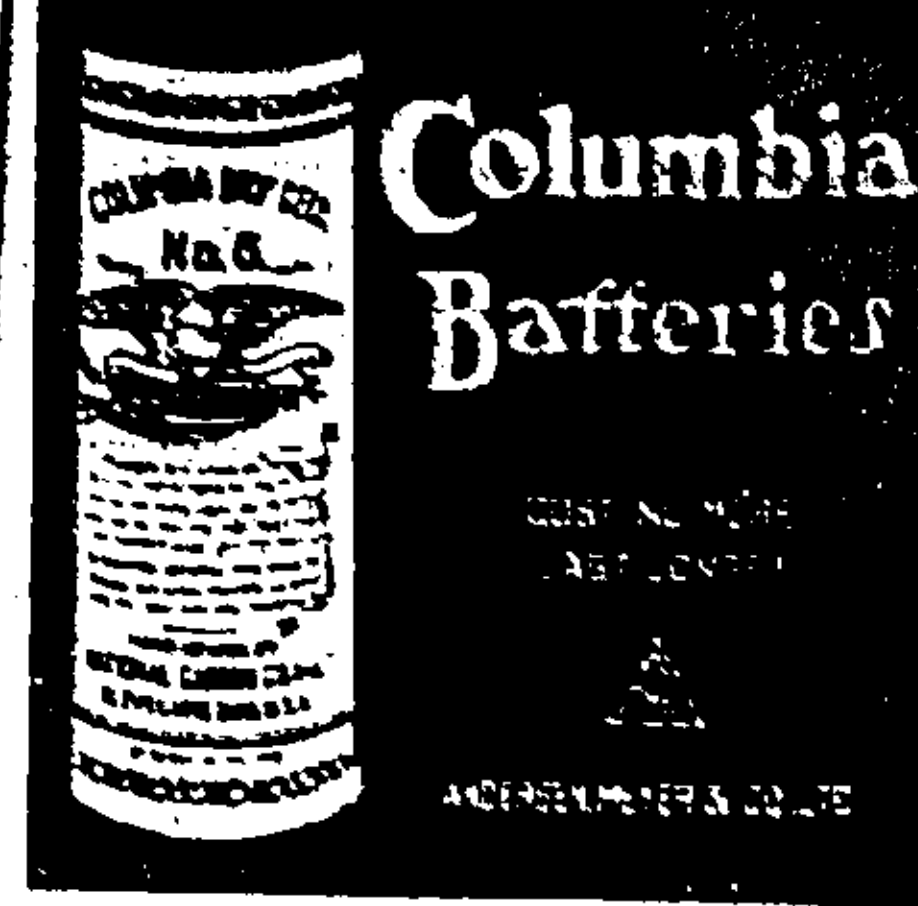
The Hongkong Telegraph.

(ESTABLISHED 1881)

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TUESDAY, OCTOBER 26, 1920.

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REUTER'S TELEGRAMS.

THE COAL STRIKE.

American Workers Assist Miners.

New York, October 24.
The Central Federated Union proposes to aid the coal miners of Britain by hampering the exportation of coal and has passed a resolution asking the Government to return to the war-time control of distribution.
The Longshoremen's Union has announced that it would urge fellow-workers not to load coal except what is necessary to meet the requirements of vessels.

CHINA'S TARIFFS.

New Treaty Explained.

Washington, October 22.
With regard to yesterday's cable referring to the Sino-American Treaty (see Earlier Telegrams) the State Department explains that the Treaty is designed to give effect as regards imports to China to the revised tariffs recommended by the International Tariff Commission held at Shanghai in 1918. These schedules have been accepted by the other parties to the Treaty of 1903 under which import duties to China were limited to five per cent. ad valorem.

SWEDISH POLITICS.

The Cabinet Resigns.

Stockholm, October 23.
After conferring with the leaders of the Conservative and Liberal Parties, the King requested Baron Louis Degeer, Governor of the Province of Christianstad, to form a non-party Cabinet of experts.
The Cabinet's resignation is due to the refusal of the Liberals to co-operate with the Social Democrats in the formation of a Coalition Government. The Social Democrats did not obtain an absolute majority at the recent elections.

GROWING FRENCH TRADE.

Increases in Imports and Exports.

Paris, October 24.
French imports for the first nine months of 1920 were of the value of F.27,189,000,000 and exports F.16,500,000,000, being increases of F.2,503,000,000 and F.9,850,000,000 respectively as compared with the corresponding period of 1919.

LATEST SPECIAL TELEGRAMS.

SINGAPORE'S BUDGET.

Loss of Fourteen Millions on Rice.

Singapore, October 25.
The Governor's annual Budget speech noted that the Colony's loss on rice was \$14,000,000.
The revenue estimated for 1921 is \$35,000,000 and the expenditure \$38,000,000. The assets are \$40,000,000 and the income tax is estimated to produce \$5,000,000 and notes issued \$134,000,000. There is a Guarantee Fund, however, of \$142,000,000.
Great extensions of the hospitals, Post Office and docks are to be begun.

FAMINE RELIEF.

Singapore's Handsome Contribution.

Singapore, October 25.
The Council has voted \$125,000 to the China Famine Relief Fund.

EARLIER SPECIAL TELEGRAMS.

ALLEGED JAPANESE OUTRAGES IN SHANTUNG.

Shanghai, October 25.
A Shantung Patriotic Association has been formed here for the purpose of collecting data respecting Japanese outrages in Shantung for presentation to the Geneva Council of the League of Nations.

M. CLEMENCEAU'S TOUR.

Singapore, October 25.
M. Clemenceau has arrived in Java where he had an official reception. He is staying with the Governor General.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, October 25.
Dr. Wellington Koo has wired that owing to the representatives of the various countries not having all arrived, the meeting of the League of Nations fixed for the 15th next month has to be postponed, but it will be held not later than the end of November.

The 50 million dollars loan for famine relief purposes, to be pledged on the increase in Customs duties, has been mutually agreed to by all the countries concerned.
Cheng King-ork, the Chinese Charge d'Affaires in Tokyo, has reported that the explanations given by the Japanese Government in regard to the Japanese soldiers marching to Huanchun are as follows:—1. to assist the Chinese authorities in suppressing the bandits; 2. to clear out all the private Korean organisations; 3. to protect Japanese lives and properties. If the Chinese Government will assume responsibility regarding the matters mentioned, the Japanese soldiers will evacuate.

(Other Telegrams on Page 2)

CANTON SITUATION.

Peace-Seekers Visit Hongkong.

Although there have been rumours of serious trouble having broken out in Canton, up to the present no news of this character has come to hand. As far as is known, everything is quiet in the city, though fears are still felt regarding the future.

We are informed that a Peace Society has been formed in Canton and that representatives from this body have been on a visit to Hongkong for the purpose of persuading two prominent Chinese business men to call together influential merchants with a view to bringing about a settlement in Canton by asking the Tuchun (Mok Wing-sun) to leave the city on payment of two million dollars. These representatives report that Generals Ngai and Li, who initiated the movement for the supplanting of Mok, fear that even if the latter receives the two million dollars he will not leave Canton, whilst Mok himself does not feel inclined to depart unless the money is forthcoming, as he fears that once he goes he will not receive a cent.

So far as we can gather, these "peace delegates" were informed by a leading Hongkong merchant that the mere removal of Mok will not solve the problem, but, indeed, the real trouble may arise when he does depart, unless precautions are taken beforehand. At present there is a divergence of viewpoint between the leading parties in Canton, and it is felt that if Mok goes and authority lapses, the so-called citizen soldiers (in reality bandits) who have more than twenty commanders in Canton, will cause fresh trouble. The "peace delegates" have therefore been asked to request representatives of the leading parties in Canton to come to Hongkong and outline their plans, and after these have been mutually agreed upon steps will be taken to try and induce Mok to leave Canton.

Owing to the fact that the Canton newspapers have been suppressed it is difficult to get to know what is happening in the city, but we hear that most of the papers have moved across to Honam, which is outside the sphere of Mok's influence, and that they hope to reappear to-morrow or Thursday under new names.

ORGAN RECITAL.

Enjoyable Programme.

There was a very gratifying attendance at the St. John's Cathedral last evening, when the organist, Mr. Denman Fuller, F.R.C.O., L.R.A.M., gave one of his popular organ recitals, in aid of the Organ Fund. Owing to the trying climatic conditions there is necessary constant expenditure in order to keep this fine instrument in good condition, and quite recently very necessary alterations cost nearly \$500. We learn that before the recital last evening Mr. Fuller spent a very busy day in repairing the bellows, which, as the result of the recent dry weather, had developed defects. It was, therefore, as stated above, gratifying that so many residents gave their support last evening.

As regards the programme presented it was enjoyable in every way and Mr. Denman Fuller gave further evidence, if that were needed, of his ability and artistry. Perhaps the most enjoyed items were Nevins' "Water Scene", Guilman's "Grand Choeur" and Lemmen's "The Storm". In the last-named descriptive work Mr. Fuller was perhaps heard at his best.

The soloist for the evening was Mrs. W. H. Bell, and she very sweetly sang Handel's "The Lord is my Shepherd" and Gounod's "The King of Love".
A very enjoyable hour and a quarter was spent.

MOTORISTS FINED.

Commander Who Drove Through "Broker's Alley."

Commander Kilgour appeared as the defendant in two summonses brought against him by officers of the Traffic Department at the Police Court to-day. One dated the 11th instant charged him with leaving his car in Pedder Street unattended, and the other, which was dated the 13th instant, was for driving through that section of Ice House Street, known as "Broker's Alley," which has been closed to motor traffic.

Commander Kilgour said that he was away when the regulations in regard to the second charge were promulgated. When the summons was made known to him he wrote a chit to the Police, explaining the circumstance and also requesting that a copy of the new regulations be forwarded to him.

As to the summons for leaving the car unattended in Pedder Street, the defendant explained that he was called away into the Hongkong Hotel and took a longer time at his business than he anticipated.

Inspector Garrod told the Court that the regulations in their revised form have been published in the Press and also forwarded in the Automobile Association. It was only after 5 p.m. that motor cars were allowed to be left unattended at Pedder Street, provision having been made for the reservation of a certain section for this purpose.

A fine of \$5 was imposed in respect of each charge by the Magistrate.

For committing various breaches of the regulations the drivers of two other cars, one belonging to the Hon. Mr. Ho Fook, and a motor cyclist were summoned at a subsequent hour before the Magistrate. Fines were imposed.

In each of these cases a fine of \$5 was imposed.
Major C. H. M. Sturges who was summoned for driving his cycle in Kennedy Road which is closed to vehicular traffic appeared this morning on remand. It was explained that he was ignorant of the fact that the road was closed. It had been his custom to turn into Macdonnell Road from Garden Road and then along Kennedy Road.

The defendant was discharged with a caution.

The summons in which Mr. D.K. Blair's driver was charged with passing a stationary tramcar on the left side was adjourned sine die.

Similar summonses against the drivers employed by Mr. Silva Netto and Hon. Mr. Ho Fook resulted in fines of \$5 being imposed.

For failing to take out a learner's license whilst undergoing instructions in motor driving on the 9th October, a man employed by Dr. C.K. Ma was fined \$5.

A similar fine was imposed on another driver, employed by Dr. A.W. Woo, who failed to carry a lamp of sufficient intensity to show up the number of the car.

SHIP-FIRE.

Outbreak on the "Hok Lee."

A fire broke out on the Chinese steamer Hok Lee yesterday morning whilst she was under repairs alongside the Kwong Fook Hing Yard at Samshuipo.

The fire is believed to have originated in the cooking compartment, on the upper deck, near the funnels, and it spread to the Captain's and engineers' quarters. The upper deck and its structure were considerably damaged before the effects of the firemen and Police resulted in the extinction of the outbreak.

The ship is insured for a sum of \$70,000.

BUDGET DAY.

Council Meeting on Thursday.

The Legislative Council is to meet at noon on Thursday, when His Excellency the Governor will deliver the annual Budget speech on a Bill intituled An Ordinance to apply a sum not exceeding Fourteen million and eighty-four thousand six hundred and sixty-two Dollars to the Public Service of the year 1921.

Other first readings to be taken are the following:—

A Bill intituled An Ordinance to authorize the Appropriation of a Supplementary Sum of Four million and twenty-six thousand three hundred and thirty-six Dollars and eleven Cents to defray the Charges of the year 1919.

A Bill intituled An Ordinance to provide for the protection of trees, shrubs and other plants.

A Bill intituled An Ordinance to amend the Protection of Women and Girls Ordinance, 1897.

A Bill intituled An Ordinance to restrain certain acts of intimidation.

DAY BY DAY.

The Hon. Mr. Claud Severn, we hear, is returning to the Colony in December. The Hon. Mr. A.G.M. Fletcher will proceed home by the Plover on his return.

Last week's health return shows two cases of enteric fever (one fatal) and one fatal case each of plague, diphtheria and cerebro-spinal fever, as well as one non-fatal case of paratyphoid fever. There were also five Chinese deaths from influenza.

A farewell dinner will be given to Mr. B. Tanner, Head Master of Queen's College this evening by Mr. Lee Hy-san at his residence on the occasion of Mr. Tanner's departure for England. The members of the European and Chinese Staff of Q.C. will also be present.

The s.s. Vagland, which arrived this morning from London, is an ex-German vessel, having been built as recently as 1916. Her net tonnage is 6,777 and her gross 11,000. She was built in Garmston, Germany, and is now under the agency of the Shire Line, whose local agents are Messrs. Jardine, Matheson and Co.

We are informed by the Chinese Telegraph Administration here that, under instructions of the Ministry of Board of Communications, Peking, the following additional charges for each copy of telegrams handed in for transmission by the Administration will be made in aid of famine fund for the North Province from the sender, for one year only beginning from the 1st November, 1920:—(1) For telegrams to any places within Kwangtung Province the additional charge is ten cents per copy. (2) For telegrams to any places of the other provinces in China, the additional charge is twenty cents per copy.

LONG DISTANCE AIR SERVICE.

A daily through air service between New York and San Francisco has been instituted. The new service will reduce the transit time for mails from 91 to 57 hours in winter and 91 to 54 in summer. The distance is 2,651 miles.

THE COLONY IN EARLIER DAYS.

II: Leading Official's Piratical Associates.

Scarcely had the acquisition of Kowloon been consummated than the Colony was excited over an inquiry into the conduct of certain Civil Servants, among them Mr. Charles May, who, having filled several important offices, including that of Superintendent of Police, had been appointed first, temporary Civil Commissioner, and subsequently Assistant Magistrate, at Kowloon, with charge of the Police Court and Station in that district.

This was in 1861, but the circumstances call for a little retrospect. In 1857 occurred the trial of the notorious Chinaman Ma Chow Wong, who had been concerned in numerous acts of piracy, from the consequences of which he was in the habit of saving himself by performing what was, under such conditions, the odious office of informer. At length in 1857, Ma Chow Wong, who was also suspected, then or later, of being an Imperial spy, was arrested for an act of piracy, plunder being found upon his premises. On the night of his apprehension he offered the constable a bribe of \$1,000, despite which the Chief Justice, reversing the Magistrate's decision, admitted the miscreant to bail. This aroused strong comment in consequence of which the pirate-informer was probably kept under close surveillance, so that he was unable to abscond, albeit he had the audacity to threaten, at the very doors of the Magistracy, the witnesses who had appeared against him at the preliminary inquiry.

A sequel to Ma Chow Wong's conviction at the ensuing Sessions threw a lurid ray upon the reason of the villain's effrontery. Mr. D. R. Caldwell had been appointed successively Chinese interpreter, Assistant Superintendent of Police, Registrar-General and Protector of Chinese. He had also been granted "heal money" for the suppression of piracy.

A SENSATIONAL DISCOVERY.

In the books and papers found in Ma Chow Wong's possession were entries of pecuniary transactions with Mr. Caldwell, who, it may be remarked, had married a Chinese girl of ill repute; and Mr. May, the Superintendent of Police, with Mr. A.L. Inglis, the Governor of the Gaol, being directed to inquire into the matter, reported that there were "some papers" in Mr. Caldwell's writing showing that he had taken a direct interest in the business of Ma Chow Wong. The disclosure recalled the case of another notorious pirate and "approver," Too Apo, upon whose perjured testimony a number of accused had been convicted, Mr. Caldwell favouring the informer in that case also.

Ma Chow Wong was tried with another Chinaman Wong Achai. The latter was unanimously found guilty, while Ma Chow Wong was condemned by a majority of five to one. Evidence was given against the latter by Eli Boggs, the American pirate convict. Ma Chow Wong then tried to incriminate Tong Aku, the Police Court interpreter, and Sun Ah See, clerk at the Police Court, both of whom, in the face of intimidation, had shown zeal and integrity in their duties. This attempt broke down, and both prisoners were sentenced to fifteen years' transportation.

CALDWELL INTERPOSES.

Scarcely had sentence been passed than Mr. Caldwell publicly impugned the verdict of the jury on the ground that the criminal's notorious reputation had blinded them! Mr. Caldwell, declaring that he could not credit guilt on the part of his principal informer, actually petitioned the Government, and succeeded in enlisting the support of the acting Colonial Secretary, Dr. W.T. Bridges, who saw fit to impute jealousy to Mr. May and Mr. Inglis, two gentlemen held in high esteem as the result of long service. However, a committee appointed by the

CANTON INCIDENT.

Portuguese Boat Fired At.

The Foo Cheons, a river boat flying the Portuguese flag, whilst proceeding from Canton to Macao on Saturday evening was fired at from the shore after passing Whampoa. The Captain at once ordered the passengers to lie down on the deck and then got up full speed. No-one aboard was hurt, though some of the bullets pierced the funnel.

It is believed that the Portuguese Consul at Canton will make a protest, but as to whom he will make it, it is difficult to say, owing to the divided Administration and the fact that it is difficult to distinguish between troops and bandits.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s.10s.4d.

THE WEATHER.

2 p.m. Barometer:—29.99. Temperature:—76. Humidity:—57.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

Governor, Dr. Bridges himself participating, decided that the sentence must stand. It transpired that the crime (to say nothing of numerous others) was of a particularly atrocious character, the crew of the attacked junk with some of their wives, being slain and thrown overboard.

A LONG LIST OF CHARGES.

Not long after this Mr. T. C. Anstey, the Attorney-General, preferred a formidable list of the charges against Mr. Caldwell, though the Crown Officer disclaimed any personal intent. For the credit of the Civil Service, of which the Colony is now justly proud, we refrain from detailing the charges, numbers of which, it is but right to add, were adjudged to be non-proven. On four points, however, Mr. Caldwell was found guilty, but so far had he ingratiated himself with the authorities, largely because of his knowledge of Chinese life (chiefly on its seamy side), that he incurred no more serious penalty than certain strictures upon his conduct.

But charges soon accumulated against Caldwell from other quarters, including one concerning a coolie kidnapping case, and, with Mr. May returning to the attack, the Government felt constrained to consider the question of suspending the suspected official while a further inquiry was instituted. In fact, Caldwell was "notorious throughout Asia," as a critic expressed it. At this period, indeed, one finds that there was much collusion between leading members of the Civil Service, which helps to account for Caldwell's long immunity; but finally, in 1861, the Civil Service Abuses Committee reported upon the charges preferred by Mr. May and the counter-charges made against Mr. May by Caldwell, who, significantly enough, tendered his resignation without waiting for the result of the inquiry. Upon this occasion he was appropriately answered that, while his was not a case for resignation, it might be one for dismissal.

So it proved. The inquiry triumphant vindicated Mr. May, while Caldwell was dismissed the service as an associate of pirates and a slanderer of a brother official.

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RELIGION AND SCIENCE.

Mr. Bottomley on Canon Barnes' Address.

Canon Barnes' address at Cardiff on "The Christian Revelation and Scientific Progress" continues to excite discussion. Thus Mr. Horatio Bottomley:

From childhood most of us have been familiar with the theological doctrine of the Fall of Man, for apart entirely from questions of religious belief the story of Adam and Eve in the Garden of Eden is part of the primitive folk-lore of the race. We know, or at least we have been told, and expected to believe, that Eve, tempted by Satan in the guise of a serpent, ate of the forbidden fruit of the Tree of Knowledge of Good and Evil, that Adam likewise fell, and that from this single act of disobedience to God, the whole misery of the world has sprung.

The story as told in the early chapter of the Book of Genesis takes a high place among the gems of sacred literature; and it seems to me a profound pity that through centuries of their history the various Churches should have spoiled a beautiful legend by insisting upon its acceptance as a record of literal fact. That they have done so is a matter of common knowledge. Even Christian theologians from St. Paul downwards have made the doctrine of the Fall of Man the basis of their teaching. But at last an eminent theologian and a high dignitary of the English Church has had the courage publicly to disavow this cherished item of Christian dogma, and openly to declare his acceptance of the whole teaching of science in relation to man's origin and development. Canon Barnes' Cardiff sermon has been the topic of the week.

Now let us see what all the excitement is about. Preaching at Cardiff in connection with the visit to that city of the British Association, Canon Barnes took for his subject, "The Christian Revelation and Scientific Progress," and proceeded to startle his congregation by a remarkably bold pronouncement upon his selected theme. At a gulp the Canon swallowed the whole theory of evolution as preached by Darwin and Huxley, in the teeth of the fiercest theological opposition—even going out to meet the scientist by admitting the "probability" of the evolution of life from inanimate forms of matter.

That this view of man's development implies the rejection of the Biblical account of Creation and the Fall, Canon Barnes frankly recognises. Here are his exact words: "Christian thinkers now quickly accept theories of the origin of the earth and of man due to modern scientific research and speculation. They therefore find it necessary to abandon the doctrine of the Fall and arguments deduced from it by theologians from St. Paul downwards." In short, the Canon argues that if, as the result of scientific inquiry, theological beliefs are shown to be untenable, they must be frankly rejected and the truths of religion restated in terms consonant with reason and common sense.

It may be said that for a long time past the Man-in-the-Street has been of this opinion; but the significance of Canon Barnes' pronouncement is that it comes from a respected leader of the Christian Church, whose views may be taken to reject a growing trend of opinion within the orthodox fold. In fact, I believe that if we could take a plebiscite of the clergy and ministers of the Established and Free Churches, 80 per cent. of them would agree with the Canon in rejecting the Biblical account of the Creation and accepting the scientific view of the origin of man. At the same

time, it must be confessed that very little is heard from the pulpit of the changed attitude of religious thinkers upon these vital questions, the average minister being apparently content to pay lip-service to doctrines which no longer command his reasoned assent. I suppose it is that the clergy desire as far as possible to obviate embittered controversy, and to avoid disturbing the conviction of pious folk who have grown up in the old ways of thought, or, to speak more accurately, in the habit of not thinking at all upon matters of the deepest concern.

But there is another important aspect that must not be overlooked. This "tongue in the cheek" fashion of treating essential matters is alienating from the Churches thousands of keen and active intelligences which might otherwise gladly avail themselves of their services. Thoughtful people will not listen patiently to sermons upon the Fall and the Atonement, Original Sin, Eternal Punishment and the rest, knowing that in all probability the preacher does not mean what he says, or only with such "mental reservation" as wholly to destroy the purport of his teaching. This is the challenge the Churches have to face, and really I cannot help thinking that Canon Barnes has set an example which the clergy of all denominations should make haste to follow.

Here and there, of course, there are old-fashioned theologians, like "General" Bramwell Booth, who conscientiously reject the conclusions of science and cling from conviction to the primitive forms of faith; but in the main Darwin has triumphed, and even the clergy see in the principles of evolution the most likely explanation of man's origin and progress. They believe not in man's "fall" from some state of pristine innocence, but in his steady ascent from primitive savagery to his present high stage of development, and to potentialities of greatness yet undreamed of. Why, then, should not these conclusions be honestly and courageously declared?

Devout believers may rest assured that such a rapprochement between religion and science will in no way undermine the essentials of the Christian faith. Christianity has faced greater shocks and triumphantly survived them—being, indeed, all the stronger for its freer contact with the secular mind. The attitude of the Church in these days should be one of open-eyed research and inquiry into the deepest things of life, and of a restless eagerness in the pursuit of truth. I firmly believe, as I have said many times before, that a great new Revelation is in store for the human race, and it may well be that this will come only when Faith and Science go hand-in-hand to meet it. The clergy need crave no higher privilege than to herald the dawn.

In this connection, I have been greatly interested in the speculations of Professor Karl Pearson as to the origin of the human race. The question that agitates the mind of the Professor goes back beyond the legendary Garden of Eden to the very earliest of man's history. It is of the utmost importance, he declares, to know whether primitive man was arboreal or troglodyte—a tree-dweller or a denizen of caves. If the former, then there is hope for the race; if the latter, then in spite of all efforts towards the perfection of human institutions man will always be subject to sudden reversion to type, reminiscent of his brutal ancestry.

Such is the dilemma propounded by Professor Karl Pearson, and no doubt many scientific minds are busily engaged with this fascinating problem. I think I know the answer that will be given by Canon Barnes himself—a Doctor of Science and a Fellow of the Royal Society. The sublimest truth of science and of

SHIPPING NEWS.

LIVERPOOL TO SINGAPORE NON-STOP.

It is reported that Holt's are now building ships which will make non-stop, runs from Liverpool to Singapore in 15 days!

JAPANESE LINES TO AMERICA. Most of the large Japanese steamship companies have been looking into the possibility of using Vancouver harbour for future docking purposes. If the Jones Bill is enforced, it is said that the N.Y.K., T.K.K., O.S.K., and the Japanese shipping companies will discontinue their service to American ports, and will send their steamers via Vancouver or transfer them to the Atlantic.

GERMANY TO BUY BACK TONNAGE.

Germany is negotiating to buy ships from England, there being now more vessels in British hands than can be found business for. The British offer is at £24 per ton, while America wants Germany to pay \$160 per ton. It is an ironical fact that most of the vessels offered by the British, including 40 passenger ships and many cargo-ships, were surrendered by Germany under the terms of the Peace Treaty.

HONGKONG SINGAPORE FREIGHTS.

Negotiations over the rate of freights between Hongkong and Singapore are being carried on in Kobe among domestic and foreign steamship companies. Besides the N.Y.K. and the O.S.K., the B.I.S.N. Co., the Blue Funnel, French Mail Steamship Co., the Admiral Line, and some others are participating in the negotiations. The conventional rates need revision owing to change of conditions and invasion of the field by new lines or by lines which were suspended during the war.

history, he will tell us, is the Rise of Man through successive stages of evolution to his present high estate; yet still there are no limits to his possible development. Man is separated from the animal creation and from his primitive ancestors, arboreal or troglodyte, and simply by differences of structure and form, but above all, by "the quality of deity"—enabling him to plan his destiny, pressing ever onward to the goal of his high calling. So the Canon would argue, discarding the dry husks of theology, while yet holding fast to the great essentials of the Christian evangel. It is to the workings of the Christ Spirit in the world, to the growth of Friendship and Charity and Brotherhood, that we may look for deliverance in these days of bewilderment and doubt.

What finer gospel can any Church require? If only the battling sects would sink their differences and break the bonds of superstition; if only they would unite upon a common platform of fellowship and service, we should have taken a big stride along the rugged pathway that marks the Rise of Man.

What, if any, limit there may be to that rise, who shall say? As I reflect upon the great civilisations of the past—some of them, for aught we know, little behind that of our own day—and recall that most of them declined and disappeared at the very zenith of their glory, I wonder whether it is part of the Scheme of Things that So Far and No farther is the rule of human destiny—each cycle, however, being permitted to peer just a little further through the Gates of Mystery, till, at some date yet remote, all will be revealed. Thus to-day, I believe, we are on the threshold of a mighty discovery—solving the secret of Life and Death, appalling in its majesty, radiant and transcendent. Let us be patient!

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"SAFETY FIRST; TAKE NO RISKS."

THE DRAGON MOTOR CAR COMPANY

(THE EUROPEAN GARAGE.)

Tel. 482
AND 3552

24 DES VEXE ROAD CENTRAL

Tel. 482
AND 3552

ORGANISED TERROR.

German Socialist Analyses Bolshevik Conditions.

Herr Dittmann, writing in the Freiheit on conditions in Russia under the heading "The Truth about Russia," says:

Socialism and Communism do not exist among the Russian peasants, who constitute three-fourths of the whole population. Moreover, at the outbreak of the Bolshevik revolution the urban population was not ripe and not fitted for self-government, either economically or politically, in the Socialist sense of the word. The Bolsheviks could only establish their dictatorship on the inertness and ignorance of the Russian people. Organized terror is responsible for 993 victims between June 15 and July 15 of this year, not counting the people shot dead by Government orders without being tried by the revolutionary courts. Freedom of the Press, of combination, and of public meeting, and personal freedom are as good as abolished for other than Communists. The elections to Soviet bodies take place at public meetings, secret voting being forbidden. The elections are mostly indirect, and carried out under terrorist pressure, so that an opposition can hardly exist, and inconvenient elections are quashed.

Universal military service has been reintroduced. Deserters are shot. Economic life is militarized. Workers and employees are not allowed to strike; if they do, they are sent as "deserters" from the labour front to concentration camps, and compelled to work. The supremacy of the Works Councils has long since been abolished in works. The works are under an administration appointed from above. The Works Councils are only allowed to look after social matters, labour discipline, and party agitation; have no say in the administration of the works.

The last official statistics of the central committee of the Communist party stated that it had 604,000 members in all Russia. Of these, however, only 70,000, or 11 per cent., are workers. Of the remaining 89 per cent., 6 per cent. are party officials, 2 per cent. trade union officials, 27 per cent. military officials and soldiers, 53 per cent. State and municipal officials, 1 per cent. assistants in business. The whole party is gradually being transformed into an army of bureaucrats directly interested in maintaining the dictatorship upon which their existence depends. People already speak of the new Soviet bourgeoisie. Incapacity, sabotage, and corruption are inseparably connected with this gigantic bureaucratic apparatus.

Herr Dittmann concludes that the towns and industrial centres of Russia are at present far removed from Socialism and Communism as the country districts.

The foregoing report is especially interesting, coming as it does from an Independent Socialist who went to Moscow to represent the German Independent Socialist Party at the Third International.

NEW DIESEL ENGINE.

Mr. Chas. M. Schwab's Claims.

A report from New York gives some particulars of the new type of Diesel engine which, we are told, is to revolutionise the ocean-carrying trade of the world. Mr. Charles M. Schwab, of the Bethlehem Steel Company of America, is stated to have announced that his firm has perfected a two-cycle marine Diesel engine that produces the same horse-power as a four-cycle engine twice its size, and effects a saving of two-thirds of the fuel expense, as compared with a steam-driven oil-fired vessel. "The new engine," he is reported to have said, "represents a greater advance over oil-burning steamships than do the latter over coal-fired steamships." The engineering shops of the world in which marine engines are built are already full of orders for motor-driven vessels, or motors for vessels which are to be converted. It is stated that one firm of British owners, which has already a number of such vessels, is having half a dozen more built. Other British firms have a score of similar vessels in hand, and the United States, Japan and Continental countries have placed orders for something approaching 100 of large tonnage. It is claimed that by the new invention storage space for fuel is reduced enormously, enabling the vessel to carry enough for the double trip, and thus to buy fuel in the country of origin, instead of in ports to which it had previously been conveyed. Labour costs, it is pointed out, will also be enormously reduced.

WHISKY TORPEDOES.

Dodging American Prohibition.

Torpedoing whisky from Canada into the United States via Lake Michigan may sound like a "pipe dream," but, Major Dalrymple, of Chicago, prohibition enforcement officer for the territory comprising Illinois, Wisconsin, Indiana, and Michigan, declared that such a method of smuggling alcoholic drink into this American prohibition territory is a reality. "I intercepted one of these Canadian whisky-laden torpedoes myself," said Major Dalrymple, who is in Washington conferring with Prohibition Commissioner Kramer with a view to procuring an increase in the force of prohibition agents in Chicago.

"The torpedo leaves the Canadian border at a moderate rate of speed, about three feet under the water, and when nearly spent is picked up by one of the many small boats which infest the lake. My men caught a crew of these offenders right in the act. The Great Lakes are filled with all kinds of launches engaged in smuggling liquor from Canada, but we are keeping a sharp look-out and are not getting the situation in hand. We have seized over 2,500,000 dollars' worth of liquor in my district in the last several months, and in the last two weeks over 22,000 cases of wet goods have been taken."

NOTICE.

We have this day established ourselves as general merchants, with offices at Prince's Buildings.
R. D. WILKS & CO.
Hongkong, 26th October, 1920.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE:
St. George's Building, Hongkong.
Chairman of Board of Directors
Mr. Wong Shiu Ham
Chief Manager... Mr. L. S. Holm
Asst. Manager... Mr. K. T. Wong
Foreign exchange and general banking business transacted.
Current, Savings, and Fixed deposits bear interests at rates 2%, 4%, and 5%, respectively.

L. S. HOLM
Chief Manager.

EXCHANGE.

(Opening Rate: closing Rate on Page 11).
SELLING.

T/T Demand	3/10
30 d/s	3/10 1/4
60 d/s	3/10 1/2
4 m/s	3/10 3/4
T/T Shanghai	Nom.
T/T Singapore	165 1/4
T/T Japan	131
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	65 1/4
& New York	121 1/2
T/T Java	Nom.
T/T Marks	Nom.
T/T France	10.30
Demand, Paris	10.30

BUYING.

4 m/s. L/C	4/1 1/4
4 m/s. D/P	4/1 1/4
6 m/s. L/C	4/1
30 d/s. Sydney and Melbourne	4/1 1/4
30 d/s. San Francisco & New York	58
4 m/s. Marks	Nom.
4 m/s. France	10.90
6 m/s. France	11.10
Demand, Germany	11.10
Demand, New York	65 1/4
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
On Yokohama	131
Demand, Manila	142 Nom.
Demand, Singapore	165 1/4
On Haiphong	Nom.
On Saigon	55
On Bangkok	55
Sovereign	5.10 Nom.
Gold leaf per Tael	38.40
Bar Silver, ready	—
forward	—
Bank of England rates 7%	—
New York/London	—

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1/10 p.m.
10 "	\$1/10 p.m.
5 "	\$1/10 dis.
Canton subcoins	\$12 1/2 dis.

CINEMA "STUNT."

Railway Porter Who Nearly Spoiled a Film.

A porter at Paddington Station had one of the surprises of his life recently.

A taxi-cab drew up near him, and the passenger threw out a suit case into the street and lurched from the cab. He was a young fellow, and looked the worse for drink.

Reeling up to the driver, he pushed a couple of Treasury notes into his hand and made for the booking office.

The suit case was left in the road, and a policeman ran forward and picked it up for the helpless passenger. The porter's mind worked with that of the policeman. He too made for the overlooked trunk, but whereas the man in blue was allowed to carry on with his self-appointed task all the porter got was a nasty jar as the drunken man reeled against him and bore him backwards to the wall.

Then the policeman took off his moustache, put on a raincoat over his uniform, and got into a cab with the original passenger. The porter was left bewildered on the pavement, the unwilling victim of a cinema stunt.

"That chap nearly spoiled everything," said Mr. Henry Edwards, now quite sober, to a newspaper representative who was in the secret. "But I wish it always went as smoothly as that."

Mr. Edwards makes a speciality of London scenes in his Hepworth picture plays, and he was making a scene for a film called "John Forrest Finds Himself."

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT OWNERS

Yacht owners are requested to submit the names of their Yachts to the undersigned for the purpose of registration and classification not later than October 31st.

D. K. BLAIR.

Lowe, Bingham & Matthews
Hongkong, 26th October, 1920.

NOTICE.

THE BRITISH COMMON-WEALTH INSURANCE CO., LTD.
(Incorporated in England)

HAVING been appointed Fire Agents in Hongkong, Canton, Macau and Swatow by the above named Company we are prepared to issue Policies at current rates.

UNION TRADING CO.

Prince's Buildings.
Hongkong, 23rd October, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOR REPAIRS

Call Flag "L."

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works Tel. K.21.
Manager... K.329.
Secretary... K.369.
Harbour Engineer... K.33.
Telegrams "SEYBOURNE."

LESSONS IN CHINESE.

MR. LI HON YAN, a Chinese graduate, arrived in Hongkong, has been a teacher in European schools, and has been in this country for over twenty years. He has a good method of teaching European to pass in the Chinese examination, and is prepared to give private tuition in Chinese, English, and Mathematics. Those who intend learning the Chinese language are requested to write to No. 12, Queen's Road, Central, and four.

When you want to buy

WATCHES, DIAMONDS AND JEWELLERY

It pays best in the long run to buy in an established market. Promotions buying may occasionally be useful, but it is usually a battle of wits with the dealer against the buyer. Deal with an established firm whose principals know enough of the market to specialise. Ask us to show you our stock.

J. ULLMANN & CO.
34, Queen's Road. FRENCH FIRM, ESTABLISHED 1860.

LADIES' NEWS.

We are exhibiting, from Wednesday, the 27th inst., an exclusive collection of LATEST STYLE Dresses, Cloaks and diverse Ladies' Fashions, which are incomparable. An early visit will give YOU the opportunity to see everything and get the best choice. As the Exhibition will only last one week it will be advisable for YOU to give us a call as soon as possible.

KOMOR & KOMOR

ALEXANDRA BUILDINGS.

BANQUE INDUSTRIELLE DE CHINE

FRENCH GOVERNMENT LOAN 6 1920

NOMINAL VALUE : 100 Francs
PRICE OF ISSUE : 100 Francs

Interest payable twice a year on 16th June and 16th December.
First instalment due on 16th June, 1921.

THE SUBSCRIPTIONS WILL BE RECEIVED BY THE BANQUE INDUSTRIELLE DE CHINE FROM TO-DAY up to the 25th November, 1920, free of commission and telegram charges and the most favourable rates of exchange will be quoted for the payments made in local or any other currency. For full details and particulars apply to the BANQUE INDUSTRIELLE DE CHINE, STOCK DEPARTMENT.

Queen's Buildings.

6, Chater Road,

HONGKONG.

You can depend

upon receiving prompt and courteous service when you place your order with The Queen's Dispensary for Drugs and Pharmaceuticals.

You can also depend upon our prices being the lowest, consistent with quality, which is our first care.

QUEEN'S DISPENSARY

Harper & Co., Ltd.

Tel. 492.

St. George's Building.

NEW ADVERTISEMENTS.

THEATRE ROYAL

THE UNITED SERVICES CONCERT PARTY

will give

A GRAND CONCERT

in aid of Italian Convict (West Point)

on

Friday, 5th & Saturday, 6th Nov.

at 9 p.m.

London Successes, Impersonation, Balancing Feats, Two Comedians and a Motor Car, etc., etc.

The Party will include many well-known local artists.

Prices... \$3, \$2 & \$1.
BOOKING at MOUTRIE'S.

KOWLOON CANTON RAILWAY.

(British Section.)

NOTICE.

The Public is notified that until further notice on account of the present unsettled conditions at Canton the through Train Service is suspended from this date, and additional local trains will run as follows:

Last Ferry leaves		
Hongkong	dep.	8.45 a.m.
Kowloon	arr.	9.02 "
Yau-mat	dep.	X No. 7
	arr.	9.05 "
Shatin	dep.	9.14 "
	arr.	9.15 "
Tai-po	dep.	9.27 "
	arr.	9.28 "
Tai-po Market	dep.	9.30 "
	arr.	9.32 "
Fanling	dep.	9.40 "
	arr.	9.41 "
Sheung Shui	dep.	9.43 "
	arr.	9.45 "
Shum Chun	dep.	9.50 "
	arr.	10.19 "
Sheung Chui	dep.	10.24 "
	arr.	10.26 "
Fanling	dep.	10.33 "
	arr.	10.39 "
Tai-po Market	dep.	10.38 "
	arr.	10.40 "
Tai-po	dep.	10.42 "
	arr.	10.43 "
Shatin	dep.	X No. 10
	arr.	10.56 "
Yau-mat	dep.	11.05 "
	arr.	11.07 "
Kowloon	dep.	11.12 "

By Order,

H. P. WINSLOW,

Manager.

Kowloon, 26th Oct., 1920.

NOTICE.

HONGKONG WOMEN'S GUILD AND MINISTERING CHILDREN'S LEAGUE.

THE ANNUAL FECE & SALE OF WORK

will be held in GOVERNMENT HOUSE GROUNDS

on

SATURDAY, NOV. 6th,

FROM 2 TO 7 P.M.

Adults... 30 Cts.
Children... 10 "

NOTICE.

ST. GEORGE'S SOCIETY OF HONGKONG.

ARMISTICE NIGHT, 11th NOVEMBER 1920.

It is the intention of the St. George's Society of Hongkong to hold a Smoking Concert in the Theatre Royal on 11th November at 9.15 p.m.

Circulars in connection therewith are being posted to each member and any member not receiving same by 26th October is requested to communicate with the Honorary Secretary.

The Honorary Secretary will also be glad to receive the names of any Englishmen resident in the Colony who desire to join the Society.

Communications should be addressed—

The Hon. Secretary,

St. George's Society,

c/o Messrs. Gilman & Co., Ltd.

FOR SALE.

FOR SALE.—Two Lancashire Boilers, length 38 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs Lindsay, Burnet & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply Butterfield & Swire, Hongkong.

FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whampoa Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I., in 1885. Length 121 feet. Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

FOR SALE.

Very valuable leasehold property known as "Fairlyland" No. 155 Barker Road. Immediate occupation can be given; 6 roomed house, commodious coolie quarters, tennis court and garden attached. Further particulars apply.

DEACON, LOOKER, DEACON & HARSTON,
Solicitors for the Vendor,
1, Des Vexes Road Central,
HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 27th. October, 1920.

commencing at 11 a.m. at their Sales Rooms, Duddell Street.

31 pieces English Flag Bunting
2 Bales Tobacco Leaves
2 Bales Lump Borax
581 Bottles Perchloride of Mercury

5 Kegs Powdered Chlorate of Potash
116 cases Soap
4 cases Soft Soap
4 Chalmers Motor Car Wheels
1 case Paint

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 29th. Oct. 1920.

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Collection of Valuable Chinese

Garnitures comprising—

5-coloured, 3-coloured, and Blue and White vases, plates, bowls and figures from Kanghi to Towkwang periods, plaques with porcelain panels, Agate, Crystal and Jade ornaments, etc.

also

Sung Celadon vase.

One pair Large Black vases with 5-coloured decoration (Towkwang)

and

A few pieces Canton Black-wood-ware

On view from Thursday the 28th inst.

Catalogues will be issued.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

PRELIMINARY NOTICE.

The Undersigned will sell by Public Auction at an early date (to be advertised later)

A SELECTION OF FINE CUT GLASS-WARE

LAMBERT BROS.

Auctioneers.

FOR SALE.

MILNER'S SAFES.

APPLY TO

LAMBERT BROS.

Duddell Street.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"ELPENOR" 16th Nov. London, Rotterdam & Antwerp
 "ATREUS" 23rd Nov. London, Amsterdam & Hamburg
 "ADAPENOR" 1st Dec. London, Amsterdam & Antwerp
 "THESEUS" 7th Dec. London, Amsterdam & Hamburg
 "PYRRHUS" 21st Dec. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"PELEUS" 23rd October Genoa, Liverpool & Glasgow
 "IDOMENEUS" 1st Nov. Marseilles, Havre & Liverpool
 "TELAMON" 2nd Nov. Liverpool
 "ANTIOCHUS" 15th Nov. Genoa, M's, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 18th Nov. Victoria, Seattle and Vancouver
 "TALTHYBIUS" 7th Dec.
 "TYNDAREUS" 30th Dec.

NEW YORK SERVICE

(via Suez or Panama)

"TYDEUS" 24th November.
 "IDOMENEUS" 1st November for Liverpool via Marseilles
 "PYRRHUS" 21st December for London direct
 "ALCIBIUS" 25th December for London via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON INC.

From SAN FRANCISCO
THE Steamship

"COLORADO SPRINGS"
 having arrived from San Francisco via ports, on 24th Oct., 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 29th Oct., 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 31st October 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

For Div. of Opr.
U. S. Shipping Board
EMERGENCY FLEET CORPORATION.12, Des Vœux Road Central.
Hongkong, 24th October, 1920.

NOTICE TO CONSIGNEES.

CHINA MAIL S.S. CO., LTD.

From SAN FRANCISCO,
HONOLULU, JAPAN PORTS
& SHANGHAI.

The Steamship

"NANKING"

Having arrived from the above mentioned ports, consignees of cargo are hereby notified and requested to send in their Bills of Lading duly endorsed for countersignature and take immediate delivery of their cargo from ship's side.

Cargo impeding discharge will be landed immediately and cargo remaining on board on and after Wednesday, October 27th, 1920, at 5 p.m. will be landed and stored in the Company's Godown at consignees' risk and expense.

Cargo undelivered on and after Monday, November 1st, 1920, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where it will be examined on Monday, November 1st, at 10 a.m.

No claims will be recognized after the goods have left the ship's side, Co's lighter or Godown. All claims must be presented within three weeks of ship's arrival, otherwise they will not be recognized.

No Fire Insurance whatever will be effected.

C. T. SURRIDGE,
Acting Agent.
Prince's Building, Ground Floor.

Hongkong, 25th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "DOYLESTOWN"
From SHANGHAI via
SWATOW

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company, Godowns at West Point and stored at Consignees' risk.

Consignees are also hereby informed that the above mentioned steamer has brought forward cargo ex the S.S. "EASTERN EXPORTER."

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on Nov. 1st at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after Nov. 2nd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U. S. Shipping Board.
Hongkong, 25th October, 1920.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"ELDRIDGE"

having arrived from Seattle via ports, on 21st inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 27th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board
Emergency Fleet CorporationManaging Agents.
THE ADMIRAL LINE,
5th Floor Hotel Mansions.

Hongkong, 21st October, 1920.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

Sufferers from Bad Legs, Abscesses, Ulcers, Pimples and Eruptions, Piles, Rheumatism, Gout, etc. should realize that these complaints are the symptoms of deep rooted blood impurities, and while outward applications may give temporary benefit, they can do no more because they cannot get below the surface of the skin.

The One Way to Real Relief.

Complete and lasting, is to rid the blood of the poisonous waste matter, the true cause of such troubles. To do this you cannot better Clarke's Blood Mixture. This famous medicine of over 30 years standing promptly attacks, overcomes and expels the impurities, that's why so many lasting cures stand to its credit. Pleasant to take and harmless to old and young alike. Of all Chemists and Druggists.

Don't be led to try a Substitute.

Clarke's
Blood
Mixture"Everybody's
Blood Purifier."

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON INC.

From SEATTLE

THE Steamship

"WEST JESSUP"

having arrived from Seattle via ports, on 19th October, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 25th Oct., 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 20th Oct., 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

For Div. of Opr.

U. S. Shipping Board

Emergency Fleet Corporation.

12, Des Vœux Road Central.

Hongkong, 20th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

From BALTIMORE

The Steamship

"WOONSOCKET"

having arrived from Baltimore via ports on the 21st October, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 27th October, 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns and cargo undelivered on and after 28th October, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

GREEN STAR

S. S. CORPORATION.

By

STRUTHERS & DIXON, INC.

Agents.

12, Des Vœux Road Central.

Hongkong, 21st October, 1920.

CANADIAN PACIFIC OCEAN SERVICES,
LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "MATTAWA"

WILL BE DESPATCHED FROM HONGKONG

ON OR ABOUT 29th OCTOBER.

Through Bills of Lading issued to Canadian and U. S. Overland points.

For space and further particulars, apply to :-

P. A. COX,

Acting General Agent,

C. P. O. S. Ltd.

AUSTRIA'S WAR-GUILTY.

Woman in List.

Italy and Jugo-Slavia have presented to the Austria Government a request for the surrender of criminals. The list contains some hundreds of names, most of the persons being citizens of other seceding States.

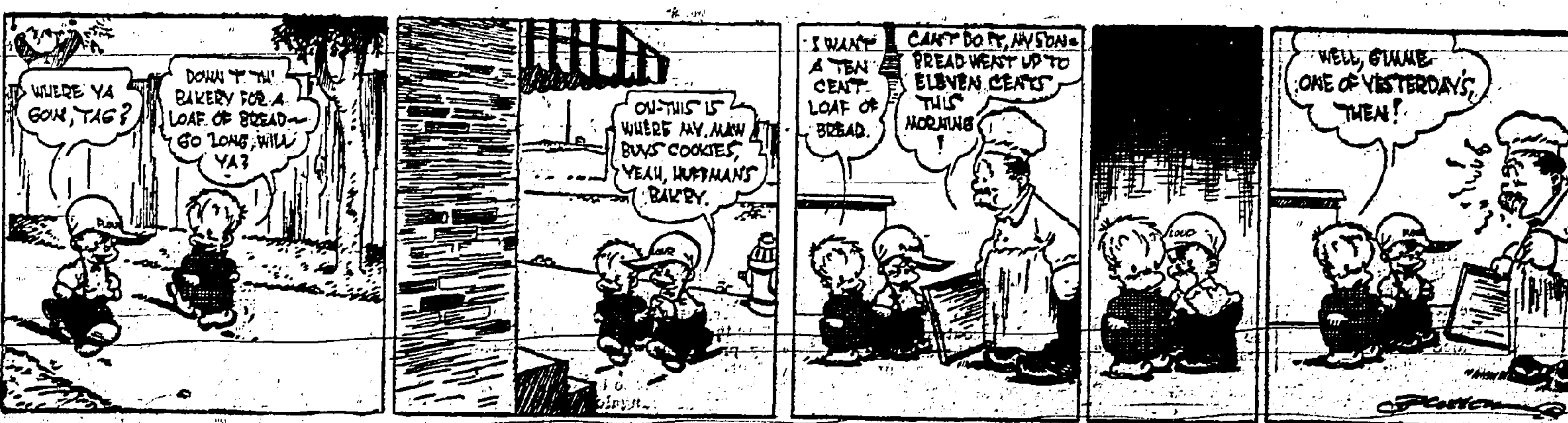
The Jugo-Slavian list contains the names of the former Austrian Prime Minister, Ciam-Martiniz, the Generals Potiorek, Luetgen-dorf, Rhemen, and Mille. Spaetzler, niece of General Rhemen, the former Governor of Serbia.

The Italian list claims Admirals Njegovan and Horthy, the latter of whom is now President of Hungary.

FRECKLES AND HIS FRIENDS

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Births.

RIEHELMANN—At Amsterdam, on 1st September, to Mr. and Mrs. D. Riehelmann, a daughter.

ILDEFONSO—On October 25, 1920, at the St. Paul's Hospital, to Mr. and Mrs. L. R. Ildefonso, a son. Mother and child well. Manila papers, please copy.

Marriage.

ROSSER—WILLIAMS—On 25th October, at St. John's Cathedral, Hongkong, by the Rev. F.W.L. Martin, Alexander James Weekes Rosser, only son of Mr. A.W. Rosser of Wimbledon, to Jeanette, eldest daughter of Mr. and Mrs. J.T. Williams, of Peterchurch, Hereford.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 26, 1920.

A RESTLESS PROVINCE.

Judging from all appearances, the Province of Kwangtung is becoming more and more unsettled with every passing day. Indeed, we doubt if conditions have ever been more generally unsatisfactory or more frequent with gloomy possibilities than they are at the present time. In Canton itself confusion and uncertainty prevail. Business is reported to be at a standstill, and the people generally appear to be on the tip-toe of expectancy, hoping for the best but fearing the worst. As to the exact position so far as politics are concerned, it is difficult to ascertain what is happening, though it is quite clear that the Kwangsi Tschun (Mok Wing-sun) has no intention of yielding up office to the Cantonese. In this regard the situation is at a deadlock, though it would appear the Mok has far more control than the Cantonese nominee and supposed holder of the office. We base that assumption on the fact that he has been instrumental in shutting down the Press, a report stating that he has prohibited the publication of any newspaper whatever. That, if it is true, is the act of a dictator, and he will probably find out before long that he cannot stifle popular opinion by the mere closing down of the Press.

The trouble in Canton is that clique is still working against clique, and that there is small promise of united action from any quarter. Even the Cantonese, much as they object to Kwangsi rule, do not seem able to compose their differences and concentrate on co-operative lines in choosing the officials they want. Meantime, not only are there two men professing to hold the position of Military Governor, but the whole administrative machinery is in a hopeless muddle. The commercial community is suffering from the business stagnation which has set in, whilst the people generally, fearing the early outbreak of fighting and even worse, are flocking in increasing numbers to Hongkong and adjacent territory. In our own New Territories great numbers of refugees have come in to seek shelter from possible harm, whilst the situation has become so menacing that the railway authorities here have deemed it prudent to sever connection, at any rate for the time being, with the Chinese section of the railway. And the trouble is by no means confined to Canton and the immediate locality. Unrest is general throughout the whole Province. Of authority there appears to be none. Bands of soldiers, gangs of bandits and bodies of pirates act as though they were a law unto themselves, and there is none to say them nay.

This is a gloomy picture, but, unhappily, it is representative of the actual facts. And now that the Press has been prevented from functioning, Canton, the centre of all the trouble, has become more isolated than ever, so that anything may happen and the outside world be delayed from knowing what is occurring. One thing is certain—namely, that things cannot go on for ever as they now are. Matters must come to a head soon, and we can only trust that a means will be found of straightening out affairs with the minimum of trouble and, above all, without bloodshed. The worst of it all is that these fresh troubles should arise just at a time when there were some hopes of a new and better understanding between North and South. Optimistic as we should like to be, we cannot entertain any great hopes of such a reconciliation in the near future. Things have become more rather than less complicated, and there seems to be no end to the wrangling and warring which have broken out afresh in the South. These are hard days for China, and for the South in particular. Where all the distraction and plotting will end we should not care to say. We had better be like the Cantonese—hope for the best, but fear the worst.

NOTES & COMMENTS.

The Straits Team.

As the day for the revival of the interport cricket tournament approaches speculation grows as to its probable outcome. Some time ago we published a message from our Singapore correspondent stating that the Straits team was likely to be on the weak side. The composition of the eleven to represent our southern visitors is now known. At first sight there is nothing in the list to specially impress Hongkong devotees, for the simple reason that the majority of the names are new. It may be, on the other hand, that this unknown element will contain the danger. For the matter of that, it is quite an open question how the three teams will shape against each other after the lengthy interval that has elapsed since they last engaged in competition. Ardent Hongkongites can draw encouragement; if they please, from the fact that the visitors have not proved themselves to be formidable. Only two of the side, Messrs. Grenier and Hennessy, have appeared for the Straits in Inter-Port matches here, but there will be an opportunity of welcoming an old friend in Mr. Claxton, who, of course, previously assisted Hongkong, to whom he may now give some trouble as a Straits recruit. In this connection considerable regret is felt locally at the non-inclusion of another ex-Hongkong representative, Edwards, formerly a member of the Colony's Police and now located at Singapore.

The Missing Link Again.

A Missing Link expedition announces the *Daily Mail's* New York correspondent, is to start for Peking in February, and as the promoters are American, one may hope they will develop some insight in providing a long-overdue elucidation. Ever since Darwin started, not to say staggered, humanity with "The Origin of Species" inquisitive minds have been exercised over the "Missing Link" mystery. What more natural? After generations had been taught from nursery days that man is a divinely-created being it must have come as a pretty stiff back-bender to our grandfathers to be told that the family tree of the human race rests upon a simian ancestor. The sceptic continues to ask how it is that we never meet a six-foot cousin still in the chrysalis stage. The Darwinians, if we remember rightly, don't promise much help. Tackle them with a straight question and the wily fellows side-track you with some technical jargon about final division in an age so remote that Adam was, comparatively, a creature of yesterday. But some enterprising members of the scientific brotherhood do not mean to let the matter remain in obscurity. They have made a useful start by collecting £50,000, and, with Peking as the base of operations, they contemplate returning with "the greatest natural history collection in the world" by carrying their campaign into Central Asia, which they are satisfied was the earliest home of our primate parents. It will be a great disappointment if "the greatest natural history collection in the world" does not include at least one specimen of the missing-link for exhibition in Madison Square Garden.

Reform and Reformers.

We read recently that a party of whole-hog reformers had blossomed into activity in Mexico, and not many will think, before reform was needed. To be sure, they do not claim to have formulated any sort of constructive policy (an omission not uncommon among reformers of a certain type), but they have fully made up their minds on a preliminary programme, in the forefront of which they desiderate "the erection in the Central Plaza of a guillotine for all journalists." The reader will perhaps, like ourselves, be struck by the entire absence of favouritism. Every member of the Fourth Estate is to share the embrace of the "little widow", as facetious Frenchmen term their instrument of expiation. What at first sight appears a grisly jest is possibly nothing but the Mexican conception of humanitarianism. In other days the fraternity of scribes were no strangers to penury—a condition of things now happily remedied in relation to the British Press. Perhaps our Mexican con-

DAY BY DAY.

SOME FELLOWS THINK THAT ALL THEY LACK IS OPPORTUNITY WHEN AS A MATTER OF FACT IT IS ENERGY THAT IS REALLY MISSING.

The Hon. Mr. John Johnstone left by the Montague to-day.

Mr. George E. Costello was a passenger by the Montague to-day.

The Christmas parcel mail closes at the Hongkong Post Office at 5 p.m. on the 30th instant. The mail is due in London on December 18th.

"Old Subscriber."—Thanks for note. As you refer to Kowloon, we are passing it on to "The Ferryman," who will doubtless make some comment on Friday next.

The sum of \$1,000,000 which the Government set aside, to provide loans to intending house-builders, as a measure of relieving the house shortage, has been entirely taken up by a number of companies and individuals. Should further applications be received it is understood that the Government will be ready to meet them, with a further sum.

A lighter man has made a report to the Police to the effect that his wife and son are missing from the family circle. Last night at 9.45 p.m. they left the lighter which was moored alongside No. 2 Holt's Wharf in a dinghy to go to a relative's junk. As they were not seen after that, he concluded that some accident had occurred resulting in the capsizing of the dinghy and the drowning of its occupants.

Refugees coming from the trouble-stricken districts of the interior have found ready help from the Sisters of the Convent, who have exerted their best efforts to find accommodation for a large number in the Convent's precincts. This charitable work, which is being continued until circumstances permit of the return of the refugees to their native villages, has involved considerable expense and accordingly an appeal is being made for financial support from the public.

The late Mr. Alarakai, Chief Clerk in the Barrack Department of the R. A. S. Corps, served as Clerk in the R. A. S. Corps for some 30 years and saw service with that Unit during the Boxer rising, receiving the Medal and Clasp for Relief of Peking. He was well respected by all and his death is a great loss to the service. The funeral took place on the 22nd inst. and was attended by a large number of friends, the Indian community being strongly represented. Deceased leaves a widow and a large family for whom the deepest sympathy is felt.

Resulting from an order that no wood can be taken out of the docks without a written permit, considerable disturbance was created at the main gate of the Kowloon Dockyard last evening when a crowd of some forty female coolies sorely harassed the Indian watchman who sought to prevent them from taking wood away. About twenty of them had actually passed the gate before police assistance came, those who had passed the gate with their bundles of firewood returning with bamboos with which they endeavoured to labour the watchman. He took refuge behind the gate, but even then, he was not safe from their attentions. Not to be thus deprived of their victim, the amazons gathered outside the closed gate and through the bars poked at the Indian with their poles. They dispersed when Police assistance for the Indian came. But two of them who showed an inordinate desire to batter the Indian were arrested. Before Mr. N. L. Smith, at the Police Court this morning, the evidence against the two defendants was heard, after which his Worship inflicted the rather stiff fine of \$10 on each of the women.

Refugees have not been so fortunate. These Central American reformers might therefore contend that, in preference to the old starvation method, they propose to put the victims out of their misery with merciful despatch.

AN ISLANDER'S DIARY.

(By "Ajax.")

The motor traffic regulations will soon be going into force in Kowloon. Signs are being erected at the junction of Gascoigne Road, and Argyle Street. The whole of Hunghom village is also going to be under one control. The carrying of regulation lights on motor cars seems to be a vexed question with motorists. Regulation 98 of the Traffic Regulations stipulates that every vehicle shall, between sunset and sunrise, carry regulation lights. The Police cannot fix the time as there is very little twilight in Hongkong. A boon to motorists would be the publication every day in the newspapers of the hours of sunrise and sunset.

It is a common complaint that Hongkong does not possess many enterprising individuals of the type who built up this Colony. Before, it was Jardines, the Sassoons, and Sir Paul Chater, the latter of whom is still in our midst. Through the enterprise of these people numerous ventures have been floated and managed successfully, which have earned for the Colony a good record outside. The old generation was noted for its production of men of exceptional commercial calibre. Alas! we have few of that type to-day. Mr. Taggart, the Manager of the Hongkong Hotel, is, however, a man with modern ideas. We all know how he set out to establish a summer resort at Repulse Bay. To-day the Repulse Bay Hotel is a monument of his enterprise and there is not a tourist who is not impressed by it.

It is no exaggeration to say that Repulse Bay will serve to advertise the Colony far and wide. It was the desire of Sir Henry May, who was deeply impressed by the beauty of the Colony and its fine motor roads, to boost these by means of an advertising campaign. All this is now unnecessary as tourists and others who pass through the Colony enthuse over our motor road and the picturesqueness of the Colony and in turn help to boost the place. Mr. Taggart is still doing his bit, and I hear that he is at present busy on a scheme of building a cafe, cabaret, and open air cinema on the top of the Hongkong Hotel, facing the whole of Queen's Road. This will occupy a floor space of six thousand square feet, and will be run on the excellent lines that all Hongkong Hotel ventures are. Lifts will run to the top of the building, and there will be all modern conveniences. The Government, I believe, has given its sanction to the erection of such an open-air cinema. Plans are now being prepared, and there is no doubt that the public will appreciate what is being done for them by the management of the Hongkong Hotel. Their success should be instantaneous, as the need for a cafe, cabaret, and an open air cinema is widely felt in the Colony.

At present workmen are busy at Repulse Bay on the erection of a garage which will accommodate 160 motor cars. It will occupy a floor space of some six thousand square feet. The garage will be two-floored and will accommodate eighty cars on each floor. There will be separate departments for each car, each department having its own gate, and being separated from the other by a concrete wall. Thus nobody will be able to tamper with the machines. When the road from Wong Nei Cheong to Repulse Bay, which the Government is on the eve of commencing, is completed it should only take fifteen minutes by motor to get to Repulse Bay, instead of three-quarters of an hour, as is the case at present. The new road from Wong Nei Cheong to Repulse Bay should be completed in about a year's time, as the Government is now calling for tenders for this work.

A big risk was taken by the Directors of the Hongkong Hotel in their Repulse Bay scheme, but, happily, its success is assured. It cannot be expected to prove remunerative in its incipient stage. Plenty of money has been spent and continues to be spent, and the end is not yet in sight. The management, I hear, will start to build bungalows there very soon. Already the applications from local residents are more than the Hotel people will be able to handle even when all the bungalows are ready.

A LOCAL EPIDEMIC.

Dengue Fever Spread by Mosquitoes.

Dengue fever is at the moment very prevalent in Hongkong, and its spread is attributed in some quarters to the ubiquitous mosquito. Not being a notifiable disease, no record can be secured of the number of cases at the local Hospitals, but, judging from all accounts, the fever has now assumed the character of an epidemic. Last they be unduly alarmed, we hasten to inform our readers that, according to a medical authority we have just consulted, the fever is not serious, though in its symptoms the patient experiences sufferings which can best be described by using the name by which it is popularly known, "break-bone fever." This fever is peculiar to all warm climates, makes an abrupt appearance with severe pain in some joint, often a finger, extending rapidly to all the joints and bones, and shifting from one to the other. Smart fever, redness and swelling of the face, sore throat and a mild rash are the other initial symptoms. After twenty-four to forty-eight hours the rash and fever subside, and the remission lasts from two to four days. There is then a mild return to fever, and a rash, similar to blotches on the skin during an attack of measles, makes its appearance, first on the palms, which usually spreads over the arms, face, trunk and lower limbs. These and other symptoms usually disappear within eight days of the outbreak, but the patient is often left weak and exhausted.

Dr. Pearce (Medical Officer of Health) whom our representative interviewed on the subject, stated that some nineteen or twenty years ago a similar outbreak made its appearance in Hongkong, but the fever was not of such a character as to deem it necessary to keep returns by making cases notifiable. The cause had not been discovered by the medical profession, though the methods of its communication from one person to another had been ascertained to be due to the bites of infected mosquitoes. To curious people who desire to investigate the origin of the fever, we will quote the doctor's query which he made in reply to our representative: "Does the chicken come from the egg, or the egg from the chicken? No one knows the exact origin of dengue."

In an advanced stage, the disease is highly contagious, witness the recent outbreak at the Victoria British School which has necessitated the whole school being closed down.

UNHAPPY MARRIAGE.

Wife Summons Husband.

Mrs. Flora Laboury Gutierrez who recently applied for a separation order against her husband, Joao Maria Gutierrez, to-day appeared before Mr. N. L. Smith in three summonses which she brought against her husband. The summonses were to the effect that the defendant on the 16th October, at 4.15 p.m. trespassed at her house at No. 14, Robinson Road without her permission, behaved in a disorderly manner by using insulting and abusive language, assaulted her and, finally, committed damage on her property.

Another batch of summonses with dates and time similar to the preceding one was also taken out against the defendant by Joaquim Bernardo, of No. 13, Mosque Street, who alleged that the defendant assaulted him and used abusive and insulting language.

Mr. Woo appeared for the defendant, Mr. Leo d'Almada who represented the complainants, was unable to proceed with the case, being sick, and the hearing had to be remanded until next week.

BILLIARDS.

Palace Hotel Handicap.

In the Palace Hotel handicap last night C. McNab Wilson (-125) beat S. Kelly (-100). The final scores were:—Wilson 250; Kelly 228. Highest breaks: Wilson, 26, 20, 17 and 16; Kelly, 23, two 16's and 15. J. Parke (-200) defeated W. Hill (-125) 250-177. Highest break: Parke 38, 20, 17 and 16; Hill 15. Only one game will be played to-night, commencing at 9 p.m., between D. Urquhart (-100) and T. P. Cane (-150).

TO-DAY'S MISCELLANY.

In Swaziland, Mr. E. F. McCarthy tells us in "Further Adventures of a Mining Engineer" (Routledge), he was called upon to quell riots among the natives. He thus describes one incident: "Noticing the Shangans coming down the hill from their kraals above us all dressed up in their war paint, with assegais and knob-karries, singing and stamping the ground in rhythm as they marched in battle array, I sallied out with only a shamboo (a rhinoceros whip) in my hand. I saw Swazies in similar array advancing up the hill. I slipped back and got my revolver, and meeting the accountant, arranged with him to endeavour to stop the Shangan advance while I did similarly with the Swazies. Meantime they had both deployed into two lines, the 'back line' evidently a line of support for the front one, as it kept well behind it. Racing down the hill I met them, and ordered them to stop; but, though it checked their speed they slowly continued to advance. Then I slashed their leader with my whip, driving him back, and ran along their line slashing with all my strength any who were ahead of the others. Two bolted out into the open, and I fired my revolver at them, at which they came back. The accountant acted similarly against the Shangans, and we brought all to a dead halt."

In "Adventures in Interviewing" (John Lane), Mr. Isaac Marcossow tells this story, related by General Smuts at a public dinner given to him in the Gallery of the House of Lords: Lord French presided, and in response to the toast of his health Smuts arose with a curious smile on his face, and in gracious language he expressed his thanks. Then turning to the chairman he told a story that sounded like a chapter from fiction. It dealt with the closing hours of the Boer War. Smuts, with the tattered and battered remnants of his army, had taken refuge in the mountains. Dispirited and discouraged, they awaited the end. Late one afternoon they heard the panting of a locomotive, and, looking down, they saw a British armoured train crawling beneath them. One of the Boer officers spoke up and said: "We will register one more blow." Instantly a score of men began to assemble huge boulders to hurl down on the approaching train. From that height they would have been destructive. Smuts stopped them, saying "No, we must not add murder to defeat. The train was allowed to pass on in safety." The next day Smuts discovered that it conveyed Lord French and his staff. Yet by the curious working of Fate here they sat side by side in the House of Lords, each one in the uniform of a British soldier and consecrated to a common cause.

"Considering how many worthy people Mr. Shaw has influenced in one way and another," writes Mr. D. Willoughby in "About It and About" (T. Fisher Unwin), "it would be foolish to deny that, like Ruskin, Carlyle, and his own Father Keegan, he has done something to improve the mind and to raise the tone of his age. For all this he has neither asked nor received the credit he deserves. Instead, we are still told to think of him as subversive and shocking, but one questions whether even the dramatic critics or the censor can be deceived again. Years have elapsed since he gave them their last-stage fright. When Elizabeth Dolittle said her naughty word, a good many recalled how in their lost youth it had been classical at our ancient seats of learning, and speculated as to how soon it would pass into the vocabularies of Somerville and Mewham. It is understood that they did not have long to wait. Perhaps the best explanation of Mr. Shaw as he is can be found by recognising that he has got into the writing habit. A story is told of Mr. Chesterton that he refused, despite his splendid physical equipment, to be a special constable, giving as his reason that, in the event of civil trouble, he could not imagine no revolution which he did not prefer to the Government. That, of course, was not to say he would be heart and soul with every popular outbreak; it would be a choice of evils. Mr. Shaw is in exactly the opposite position. He must have disliked every government under which he has lived, but I cannot imagine a revolution he would not dislike more than any of them."

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HONGKONG.

CRICKET.

H.K.C.C. 2nd XI v C.R.C. 2nd XI.

These second string met on J.R.C. ground on Saturday, and draw resulting. Scores:—

H.K.C.C.	
L. M. Whyte, run out	12
J. D. Humphreys, c. Lai Kuen, b. Yew	12
W. D. Wilson, b. Lai Kuen	12
R. A. Green, b. Yew	23
H. A. Sawyer, b. Yew	0
H. E. Hollands, run out	10
L. D. McNicoll, not out	30
J. C. Fletcher, not out	47
Extras	14

Total 175 wickets.
J. G. Davies, E. Grumble and B. O. Blaker did not bat.
Bowling analysis:—

Wong Po Keung	8	—	55	—
Lai Kuen	4	—	12	—
Wong Sik Chung	4	—	12	—
Yew Man Hoo	8	—	27	—
Lo Man Pan	4	—	29	—

C.R.C. 2nd XI.	
Lo Man Pan, c. Blaker b. Fletcher	18
Wong Po Keung, c. Blaker b. Wilson	0
Yung Hin Lou, c. and b. Sawyer	18
Yew Man Hoo, c. Blaker b. Fletcher	30
Lai Kuen, not out	27
Chan Ting Sung, b. Wilson	15
Wan in Shing, b. McNicoll	0
Lee Hon Chee, run out	2
Wu Pak-fuk, run out	0
Extras	3

Total 175 wickets.
Wong Sik Chung and Cheung Wing-kui did not bat.
Bowling analysis:—

Wilson	7	5	3	11	2
Sawyer	7	—	34	1	—
Fletcher	8	1	44	2	—
Hollands	8	—	12	—	—
McNicoll	5	1	14	1	—
Humphreys	3	—	14	—	—

INTERPORT TRIAL.

There will be a practice game on the Hongkong Club ground on Wednesday, at 2.15 p.m. for which the following have been selected:—R. Hancock, T. E. Pearce, Major Bagnall, S. R. Sayer, R. J. D. Woodhouse, C. Blaker, E. B. Reed, Capt. Davies, Capt. Olliver, Lt. Franks, Lt. Graham, Major Edwards, R. E. O. Bird, P. H. Farthing, F. J. de la Motte, A. R. Wood, Capt. Gray, J. Alexander, W. C. D. Turner, and Purcell.

THE CASE OF MR. LEVINSON.

Singular Happenings At Shanghai.

On Saturday, the 2nd inst. our Shanghai contemporary the N. C. Daily News published a telegram despatched from Yokohama on the preceding afternoon, and reading as follows:—

"Levinson died last night heart trouble Davis."

The singular case of Mr. "Levinson" had already aroused some curiosity on account of a certain Jekyll-Hyde element. Arriving in Shanghai some little while ago the visitor represented himself as Mr. Levinson, a member of the English Bar, and he engaged in practice locally. Last month he left Shanghai by steamer, and at the same time a question arose as to his identity—whether, in fact, he was Mr. Levinson of the English Bar. More baffling still is the cable quoted above in the face of a later communication from another source stating that Mr. and Mr. Levinson were passengers by the R. M. S. Empress of Asia, which left Yokohama on the 2nd inst. for Vancouver.

At the same time our contemporary received from the sender of the cable a confirmatory letter giving a circumstantial account of Mr. Levinson's demise. This communication, which purports to come from Spibusawa, Japan, is dated October 1—the day before Mr. Levinson is stated to have sailed for Vancouver. It is signed "J. W. Davis (Davidoff), formerly of the Fremy, Petrograd," and will be read with interest:—

"I have just come from the deathbed of Levinson, who practised law in Shanghai for some time and with whom I was constantly in contact. His death removes from the stage of the world a brilliant and versatile genius. From the time when we were at Oxford together to the present day, or rather to the time when he left England in 1919, he was becoming known as a cogent and lucid writer on sociological subjects, a career which he threw up to enter the army in the first days of war. His grandfather, Robert Livingstone, of Forfar, fought on the Russian side in the Russo-Turkish war of 1878, rising to the rank of lieutenant-general, and subsequently being ennobled by the Tsar. His father was in the same service until he went to England and Stafford. Levinson was born at Combewitz just a month or so before his father left. This being so he was always considered himself British and he and I joined the army in England on August 6, 1914. He was never the same man afterwards. Except for one visit to Russia in 1905 during the abortive revolution of that year, where he told me he saw deeds out-doing in ferocity and horror anything like the war produced, he was never in Russia at all. But he became an ardent democrat, well known in intellectual circles in London. It was because he saw that democracy was threatened that he joined in the war at all. He frequently wrote to me from Shanghai, when he told me how he liked the Chinese, and especially being out of Europe with its miserable international bickerings and grab-policy. I had no idea how ill he was until I saw him last week, more dead than alive, but kept up by his indomitable spirit. Now his heart has failed him. He was warned about coming East, but he felt he could not stay in Europe. Modest in his manner, a brilliant speaker, generous—he gave more than half of his considerable income in England to war charities—a firm friend to those few he admitted to his friendship, hating cruelty, a friend of any man "down," his friends will mourn for him as they would for few. His death at Shingawa at the age when most men begin to live will leave a blank not easily filled. It is because he was my friend, has only one out-look, and as I know he was known in Shanghai that I write this appreciation in the hope that his friends in Shanghai will know him for what he was. We Russians in Japan appreciated him, but we knew he was wasting his life in Shanghai. When the vast majority are so petty, has large vision and breadth of outlook raised him to a pinnacle. Eheu!"

As our contemporary states, it seems to be a matter of choice whether Mr. Levinson is alive or dead.

"E. P. D." HAUL.

Large Seizure in New York. What is considered to be the greatest haul of cash ever made by an Internal Revenue Service agent under the U.S. Excess Profits Law has come to public knowledge in New York.

The money was seized over the counter of the Chase National Bank, when the sum of \$4,909,000 (approximately \$1,250,000) was being paid over by representatives of the W. A. Harriman interests to Mr. H. Farquharson Kerr and Mr. Alfred E. Clegg, two Englishmen, as payment for the transfer of the control of the Kerr Navigation Corporation, of which Mr. Kerr was the President and Mr. Clegg the Vice-President.

The transfer involved 49,000 shares with a par value of \$10 each. The Federal officials say that the profit is therefore \$90 per share, and since the sale was to be in cash, they feared that the excess profits tax might not be paid. Mr. Harriman is the President of the American Ship Commerce Corporation, which has made a deal with the Hamburg-American Line.

NOTICE.

DAIRY FARM NEWS.
CHEESE

NEW SHIPMENT JUST RECEIVED:—

Gouda Cheese - - - 80cts. per lb.
Edam Cheese - - - 80 " " "
Gruyere Cheese - - - 80 " " "
American Cream Cheese - - - 80 " " "

OUR OWN MAKE:—

Picnic Cheese - - - 30 " " jar
Cream Cheese - - - 30 " " pat

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STRICTLY CONFIDENTIAL.

A Coronet Picture.

The following extract from a review of "Strictly Confidential," to-night's super-production at the Coronet is taken from a leading New York theatrical journal. It should convince cinemagoers that the Little House is worth a visit between now and Thursday:—

"Strictly Confidential" is a picture that is a credit to the industry. In the first place, the original story is from the pen of a humourist of international fame, Jerome K. Jerome. It first appearing in book form under the title of "Fanny and the Servant Problem," and later as a play entitled "The New Lady Bankock." We neither read the book nor saw the play, for which we are sorry after now having seen the picture.

Without the aid of spoken lines and with comparatively few subtitles the story has been transferred to the screen with no apparent loss of the author's rich humour. This is no fly-by-night, rush-to-release production. Every scene and practically every gesture is well thought out, and its value made the most of. It has been beautifully directed. With it Clarence C. Badger, its director, should step into the first rank of screen directors.

It is comedy of the highest sort but has a universal appeal because it covers the whole range of society from the servant class to the English aristocracy, stage included. Also it once in a while makes a tiny pilgrimage just over the border into farce, which should widen its appeal even more. The higher class of audience will be delighted with this picture, but so will the average. It seems a superior combination of artistic and business values.

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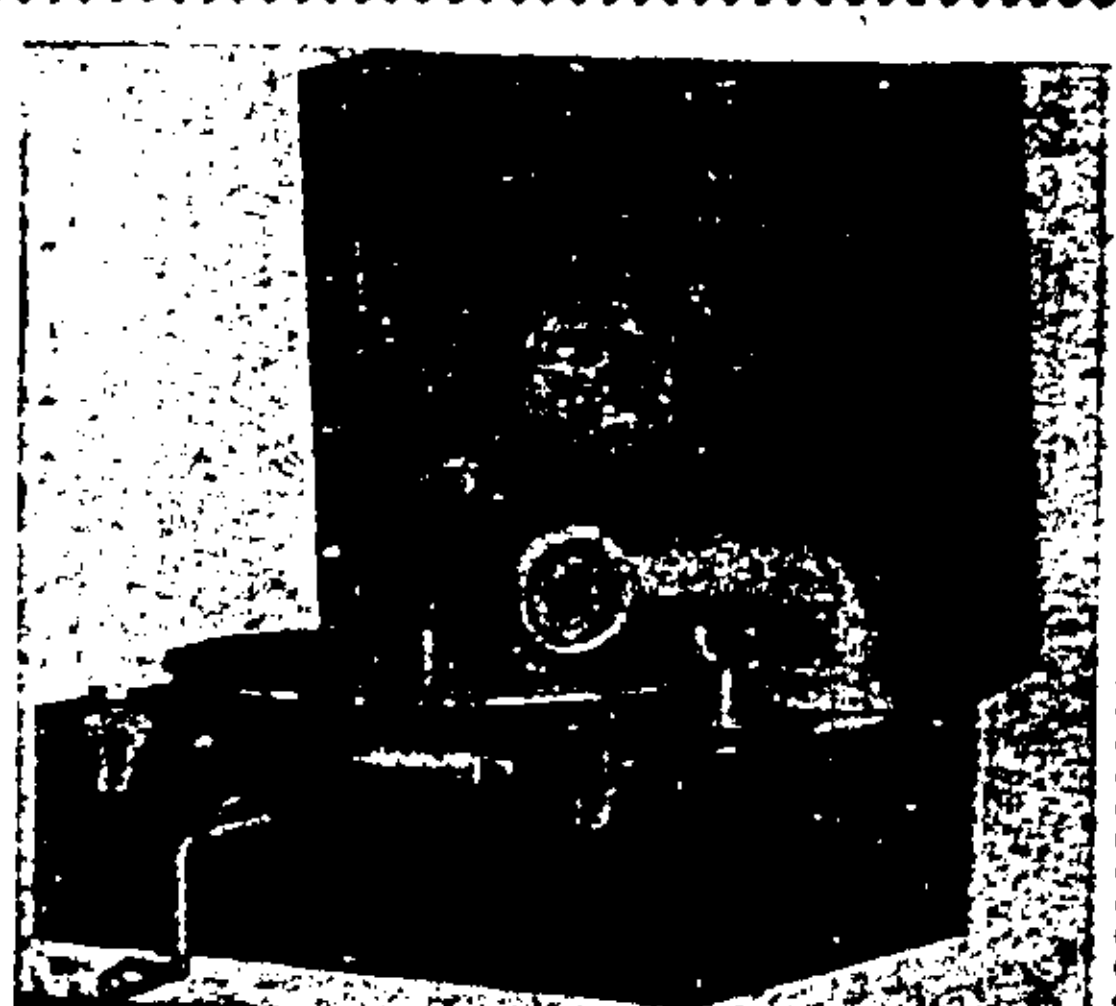
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CAMERA NEWS



POPE RECEIVES AMERICANS.

This photo of His Holiness the Pope was taken during the recent visit to the Vatican of the American Knights of Columbus.



LATEST PHOTO OF HINDENBURG.

Photo of Field Marshal von Hindenburg and his son, taken at a horse show in a German town.



NOTED BOXERS.

Left, Battling Levinsky; right, Georges Carpentier, who recently fought in America.



PERSHING AND HARDING.

General Pershing is here seen shaking hands with Senator Harding, the Republican nominee for the Presidency.



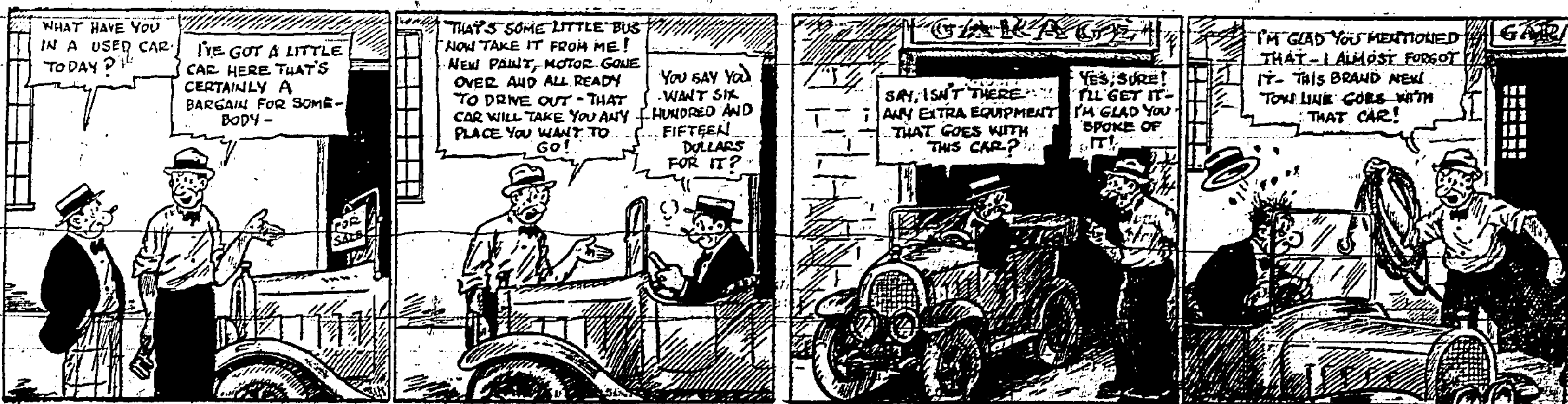
FLEW ENGLISH CHANNEL.

Mlle. Boland, one of the two women who have flown across the English Channel.

DOINGS OF THE DUFFS

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LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

THE SURPRISE.

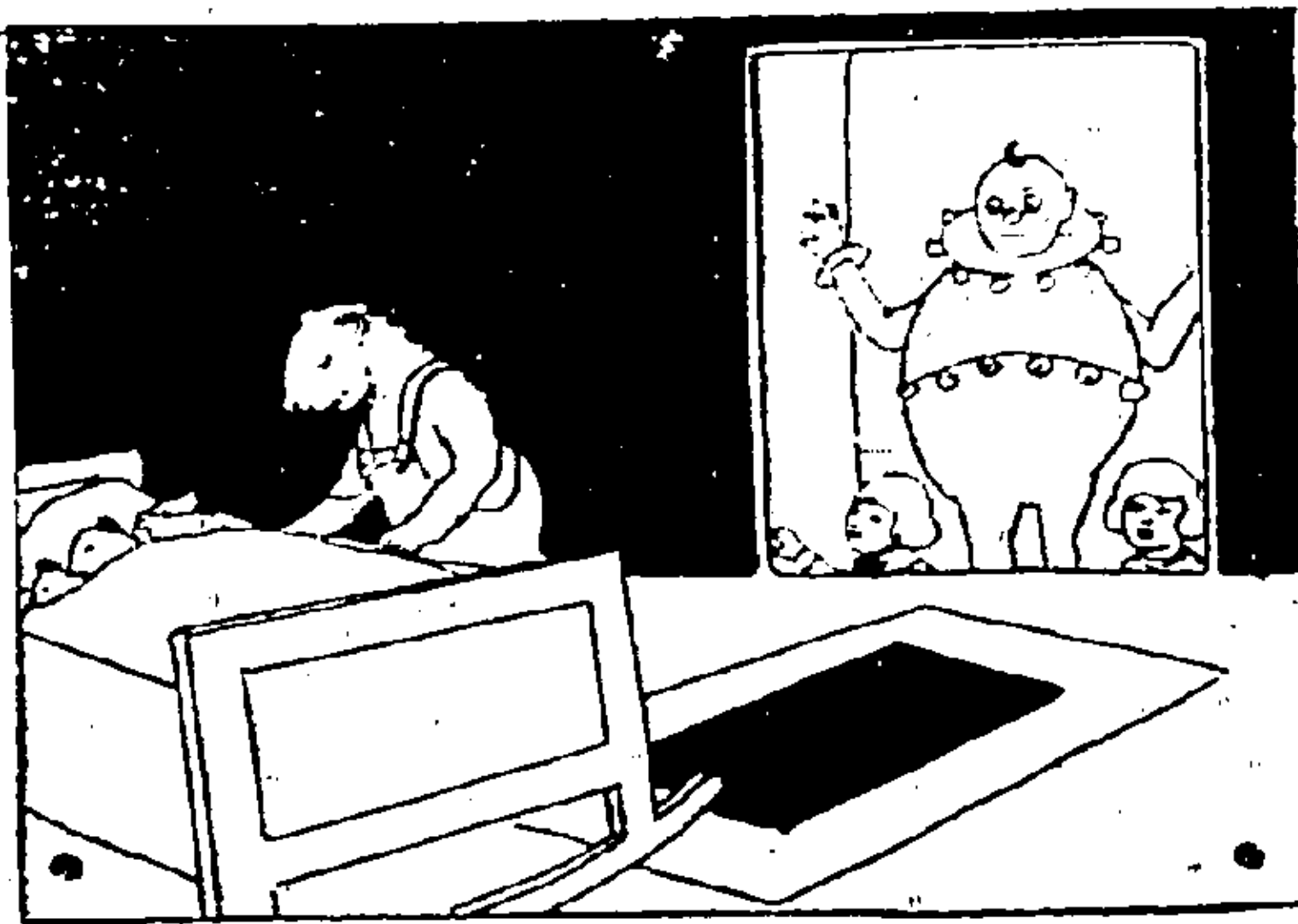
"Wee, wee, wee!" cried Mrs. Woodchuck's children, and
Tingaling and the twins (who were about to rush outside to capture
Wally Woodchuck) stopped in amazement.

"Are you sure those are your children?" asked Tingaling.

"Sure!" answered Mrs. Woodchuck indignantly. "Do you
think I'd go to the trouble of bringing up my neighbours? We
have enough to do to feed ourselves."

"No doubt that's true," said Tingaling quickly. "In fact, I may
as well tell you, Mrs. Woodchuck, that my little friends and I heard
only to-day that your husband Wally had put out the children to
shift for themselves, as he wished all the food for himself!"

"You can go upstairs, and see them," answered Mrs. Woodchuck
tartly. "If all four children aren't safe and sound in bed, I'll stew
you."

So up trooped the twins and Tingaling, and peered into
the bedroom.

my new spring bed for dinner, and I like it pretty well, being the
most becoming one I ever owned."

So up they trooped, all of them, and peered into the bedroom.
But they were to have the surprise of their lives, for not only were
the little chicks all in bed, but who should be rocking them and
singing (in a voice about as soft and sweet as the electric cleaner
when it's going), but Wally Woodchuck himself and looking like pig.
He was singing—

"Hush-a-bye, my little ground diggers,
With woolken fur and such fat little fingers;
Daddy will watch by the button-tree high,
And chase Mister Fox should he chance to come nigh."

He pretended not to see the people crowding into the room, and
seemed awfully surprised when the fairman landlord shook his
bells and said "Ahem" quite loudly.

"Why, I declare!" yawned Wally. "Did you get tired waiting
for the sassafras for your tea, folks? I heard the children fussing,
so I came upstairs. I was nearly asleep myself."

Tingaling looked stern. He knew Wally was, NOT telling the
truth.

(To be continued to-morrow.)

A PRECIPATE OBITUARY.

Inquest on Colonel's Wife.

The sudden disappearance and
death of Mrs. Mary Francis An-
nesley, aged 60, wife of Lieut.
Colonel Reginald C. Annesley,
late of the Cameron Highlanders,
was investigated last month when
an inquest was held at Bath on
the deceased lady. The body
was recovered from the River
Avon, near Bath, on Tuesday, on
which day the announcement of
her death appeared in the Times
newspaper as having occurred on
August 25, the date on which
Mrs. Annesley disappeared.

Dr. M. Harper, the first witness
called, stated that he did not know
the deceased, whose body he had
examined that morning. It was
in a somewhat advanced stage of
decomposition. There was a slight
injury over the right eyebrow,
and blood was exuding from it.
This injury was post mortem, and
there were no other injuries.
The cause of death was drowning.

A sister-in-law stated that
deceased had been in a mental
establishment for six months.
Witness added that two days,
before she disappeared the de-
ceased said that she would like to
jump into the river as it would be
an end of all the bother.

THE OBITUARY NOTICE.

Colonel Annesley stated that
he kept his wife in Bath on his
own responsibility because she
was not certified at the time.
She was melancholy, but there
was no occasion to certify her as
insane.

The Coroner Did you commu-
nicate the fact of her death to the
Times?

Witness: Yes, certainly I did.
Why they should make a fuss
about it in the papers I can't
think. I suppose I have a right
to put it in the papers if I like.
It is not a criminal act.

The Coroner: The right to do
what?

Witness: To announce the
death.

The Coroner: But you did not
know that she was dead?

Witness: Well, her hat was
found, and she went out without
any money.

The Coroner: Surely it is not
an uncommon thing for a person
to be missing for longer than that.

Witness: Not when the hat is
found in the water.

The Coroner: You consider it
is unusual?

Witness: Well, I did it, and I
am responsible for it. I don't say
I should do it again. I acted in
accordance with what I thought
was right. I cannot see why any-
body should take any offence at
my sending the announcement to
the Times.

The Coroner: I put it to you
that it is not usual to announce
a death until you have some
evidence.

Witness: I am not sufficiently
up in these cases to know. All
I knew was that she was missing
for five days, and I thought I
would let my friends know that
she was dead to all appearances.
I could draw no other conclu-
sion. It may have been wrong to
put it in the paper before I knew
definitely, but it did not occur to
me to do otherwise.

Poll-commissioner T. Brill said
the deceased's arms were not
positioned, as had been stated.

The Coroner said the death had
gained considerable notoriety
and publicity entirely owing to
the fact that the announcement
of the lady's death appeared in
the Times before there was any
evidence whatever that death
had taken place. It seems to me,
he added, that Colonel Annesley
took a course which certainly is
not usual, and I venture to say
that I think it a somewhat im-
proper and inexpedient course.

The jury returned a verdict of
suicide whilst of unsound mind,
expressing sympathy with the
relatives.

WATER RETURN.

Level and Storage of water in
Reservoirs on Oct. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

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1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

From	To	Level
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

From	To	Level
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

From	To	Level
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.
1.1.1.1.1.	1.1.1.1.1.	1.1.1.1.1.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	6,900	13th Nov.	M'les, London & Antwerp.
DILWARA	5,400	15th Nov.	Spain, Colombo & B'bay.
NELLORE	6,850	26th Nov.	M'les, London & Antwerp.
SOMALI	6,700	10th Dec.	M'les, London & Antwerp.
DEVANHA	8,100	17th Dec.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	16th Nov.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	30th Oct.	Melbourne via Sandakan, Thurs- day Island, Cairns, Townsville, Brisbane and Sydney.
KANOWNA	7,000	30th Nov.	
ST. ALBANS	4,300	22nd Dec.	

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	7,000	27th Oct. noon	Shanghai & Japan.
JAPAN	6,000	1st Nov.	Shanghai & Japan.
DILWARA	5,400	4th Nov.	Shanghai only.
SOMALI	6,700	4th Nov.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 18" X 24" X 12" will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.
TOYOHASHI MARU ... Friday, 26th Nov., at 11 a.m.
FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
SADO MARU ... Friday, 29th Oct., at 11 a.m.
KITAKI MARU ... Friday, 12th Nov., at 11 a.m.
INABA MARU ... Friday, 26th Nov., at 11 a.m.
HAMBURG, LONDON & ROTTERDAM via Suez.
DAKAR MARU ... Sailing from Singapore 19th Nov.
MARSEILLES & LIVERPOOL via Suez.
KAMAKURA MARU ... Sailing from Singapore End of Nov.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU ... Wednesday, 17th Nov., at 11 a.m.
TANIGUCHI MARU ... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Suez.
TSUYAMA MARU ... Saturday, 13th Nov.

SOUTH AMERICAN PORTS via Cape.
HAKODATE MARU ... Sailing from Singapore Beginning of Dec.
BOMBAY & COLOMBO via Singapore.
JINSHO MARU ... Thursday, 28th October.

CALCUTTA & RANGOON via Singapore & Penang.
KOTSU MARU ... Tuesday, 26th October.
SHINSEI MARU ... Thursday, 4th Nov.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 24th Nov., at 11 a.m.
SHANGHAI, KOBÉ & YOKOHAMA.
BOMBAY MARU ... Wednesday, 27th October.
TOBA MARU ... Thursday, 28th October.
KAMO MARU ... Saturday, 30th Oct., at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN L.I.N.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlambang	Java	in port	30th Oct. Saigod.	
Tijlhwong	Java	in port	29th Oct. S'hai via S'tow.	
Tijlsak	Java	2nd Nov.	6th Nov. Japan.	
Halyang	Java	10th Nov.	16th Nov. Java.	

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING JAVA PACIFIC L.I.N. NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlambang	Java	1st Nov.	3rd Nov.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan L.I.N.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to
FOR NEW YORK or BOSTON
(via Suez or Panama canals at Owners' option.)

S.S. "MUNCASTER CASTLE"

Sailing on 16th November.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 3th November.
BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA" Sailing on the 5th November.

S.S. "PERSIA" Sailing about 8th December.

Passengers Luggage can be insured at the office of the Agent

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "HOKUTO M." sailing on the 9th November.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAISEN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
----------	---------------------------------	--------------------------------

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 38.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamers Sailing
LONDON "CITY OF NAPLES" 15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. VINIA	Nov. 4	S.S. VINIA	Nov. 7
S.S. WEST HIKI	Nov. 30	S.S. WEST HIKI	Dec. 2

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1063.

BRANCH OFFICE:

ROOSE, SHANGHAI,

MANILA, SINGAPORE.

CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & Tiau via S'tow	Choysang	Wed. 27th Oct. at d'light.
HAIPHONG via Hoibow	Lotsang	Thur. 28th Oct. at 8 a.m.
SHANGHAI	Wingsang	Thur. 28th Oct. at noon.
KOBÉ	Namsang	Thur. 28th Oct. at 3 p.m.
SINGAPORE & Penang	Fooshing	Fri. 29th Oct. at 2 p.m.
MANILA	Loongsang	Fri. 29th Oct. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOSHING" will be despatched on or about Friday, 29th October, at 2 p.m. for SINGAPORE & PENANG.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SINGAPORE	Chenglu	29th Oct. at 10 a.m.
SHANGHAI	Sinkang	29th Oct. at noon.
W'WEI, C'FOO & TIENTSIN	Kueichow	29th Oct. at d'light.
SHANGHAI & TSINGTAO	Tean	29th Oct. at 4 p.m.
AMOY, SHAI & PEKOW	Shantung	2nd Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Oct., 26, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailong	W. C. Passmore	TUES. 26th Oct. at noon.
Hailong	J. B. Thomson	FRI. 29th Oct. at noon.
Hailong	A. H. Stewart	TUES. 2nd Nov. at noon.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. N. Co., Ltd.)

Sailings from Hongkong.

"TYDEUS"	via Suez	7th Nov.
"BOMED"	via Suez	20th Dec.
"LAOMEDON"	via Suez	6th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO.

CANTON

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. TSURUGA M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 6th Nov.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 5th October and is expected here on the 14th November.

The N. Y. K. s.s. AWA M. (Liverpool Line) left Liverpool for this port via Suez on the 6th Oct., and is expected here on the 17th Nov.

The T. K. K. s.s. SEIYO M. arrive at Yokohama on the 13th instant and sails on 16th instant, being due at this port 29th inst.

The R. M. S. EMPRESS OF JAPAN left Vancouver for Hongkong, via Japan ports, Shanghai on the 13th Oct., and is due here on or about the 3rd November.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Singapore for this port on the 19th Oct., and is expected here on the 26th Oct.

The N. Y. K. s.s. TOBA M. (Liverpool Line) left Singapore for this port on the 21st Oct., and is expected here on the 27th Oct.

The N. Y. K. s.s. JINSHO M. (Bombay Line) left Kobe for this port via Moji on the 20th instant, and is expected here on the 27th October.

The P. & O. s.s. SOMALI left Colombo for this port on the 19th inst. at a.m., and is due here on the 3rd November.

The N. Y. K. s.s. TOYAMA M. (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila on the 22nd October, and is expected here on the 6th November.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 19th October, and is expected here on the 26th November.

The s.s. PELEUS (Blue Funnel Line) left Shanghai on 23rd inst. for Liverpool via Genoa, and Hongkong. Vessel is due here on 26th inst., and will sail, as above, on 28th instant.

The R. M. S. EMPRESS OF RUSSIA arrived at Nagasaki on 25th October, leaves there 26th October, and is due at Kobe, on 27th October.

The E. & A. s.s. EASTERN, left Moji for this Port on the 24th inst., and is due here on the 23th instant at about 4 p.m.

The B. I. s.s. JAPAN, left Singapore for this Port on the 24th instant, and is due here on the 30th inst. at about morning.

The N. Y. K. s.s. KAMO M. (European Line) left Singapore for this port on the 24th Oct. and is expected here on the 29th Oct.

The P. & O. s.s. KANOWNA, left Sydney for this Port on the 23rd instant, at noon, with the Australian Mails, and is due here on the 10th November.

The N. Y. K. s.s. SADO M. (European Line) left Shanghai for this port on the 20th inst., and is expected here on the 28th Oct.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Saimaishi, from Kobe.

Gimmoh, from Amoy.

Kawasteel, from Tokio.

Pookchuentoi, from Amoy.

George Robinson Hongkong Hotel, from Yokohama.

Tack Cheung, from Shanghai.

Chowlaychee Yuenchong West Queen Road, from Shanghai.

Yoonz, from Shanghai.

Sionghaphang,

NOTICES.



What Makes
"WESTMINSTER SPECIALS"
so good ?

A trial reveals a refined flavour and delicate
aroma such as none other can boast of.

WESTMINSTER

— TURKISH SPECIALS —

From all Leading Tobacconists.

MANUFACTURED IN ENGLAND.



SHIPPING.

VESSELS ARRIVED.

From London the s.s. VOYGT-
LAND, an ex-German vessel
chartered by the S.S. Line,
arrived this morning with mails
and 1,750 tons of general cargo,
consisting for Hongkong and 2,500
tons for the North. She is flying
the Blue Ensign. Mooring Kow-
loon Wharf.

The s.s. LAISANG from Kobe
and Moji consigned here this
morning 1,400 tons of cargo,
consisting for Hongkong and 3,248 tons for
the North. Mooring Kowloon
Wharf.

The s.s. TAKADA arrived
here this morning from
Calcutta with the Calcutta mails
and 1,725 tons of general cargo
for Hongkong and 3,248 tons for
the North. Mooring Kowloon
Wharf.

The s.s. PELUS from
Yokohama and Shanghai delivered
here this morning 20 tons of
rivets. She carries 4,800 tons of
pass, flour, oil and silk for else-
where. Mooring A 21.

CLEARANCES AND
DEPARTURES.

The s.s. CORDILLERE left
this morning at 5 o'clock for
Yokohama via Shanghai with 60
tons.

The TJIMANOEK departed at
noon to-day for Cebu and
Batavia.

The s.s. PROSPER leaves to-
morrow at 7 a.m. for Saigon with
200 tons.

The PELEUS departs at noon
to-morrow for Liverpool with 20
tons only.

PASSENGERS DEPARTED.

Per s.s. MONTEAGLE—Mr.
& Mrs. C. T. Bowring, Miss T.
A. Boi, Mr. Geo. E. Costello,
Mr. S. E. Cornish, Mr. D. L.
Farmer, Mr. E. W. Gregg, Mrs.
R. Farmer, Mr. & Mrs. C. H. B.
Jolt, Mr. J. Johnstone Hon. Mr.
E. Sibbert, Dr. G. Thomas.

POST OFFICE.

Xmas Parcel Mail for the
United Kingdom.

The Xmas Parcel Mail for the
United Kingdom will be closed in
the G.P.O. at 5 p.m. on the 29th
inst. and is due to reach London
on 18th December.

Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

U.S.A. and Shanghai—Per VEN-
EZUELA, 25th Oct.
Shanghai—Per FRANK, 25th Oct.
Japan—Per JINSHO M., 27th
Oct.
Straits—Per TOBA M., 27th
Oct.
Japan—Per EASTERN, 28th
Oct.
Japan and Shanghai—Per SADO
MARU, 28th Oct.
Straits—Per KAMO MARU, 29th
Oct.

OUTWARD MAILS.

To-morrow.
*Shanghai & North China—Per
HUNAN, 1 p.m.
Fok, Bayard, Hoihow & Hai-
phong—Per HANOW, 5 p.m.
Shanghai, North China & Japan
via Kobe—Per TAKADA,
11 a.m.
Shanghai & North China—Per
WINGSANG, 5 p.m.
Hoihow & Haiphong—Per LOK-
SANG, 5 p.m.
Thursday, 28th Oct.
*Swatow, Amoy, Shanghai &
North China—Per TJILI-
WONG, 5 p.m.
Swatow—Per HYDRANGEA, 4
p.m.

Formosa via Keelung—Per
BUJUN M., 10 a.m.
*Swatow and Straits—Per
CHENGTO, 9 a.m.
*Correspondence bearing vessels
name only.

WEATHER REPORT.

Oct. 26, 11h. 42m. No returns
from Japan. Pressure has de-
creased slightly to moderately at
all stations reporting. The anticy-
clone has moved to Japan and
another anticyclone has devel-
oped over N. China. Fresh monsoon
will prevail along the China
Coast, and over the north part
of the China Sea.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
0.00 inch. Total since January
1st, 98.97 inches, against an
average of 80.18 inches.
FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.
District. Forecast.

1 Hongkong to Cap- moderate
Rock. to fresh;
Snd.
2 Formosa Channel. The same
as No. 1.
3 South coast of The same
China between H.K. & Lamocks.
4 South coast of The same
China between H.K. & Hsinan.
C. W. JEFFRIES, Director.
H.K. Observatory, Oct. 25.

METEOROLOGICAL.

	Previous Day	on date	on date
	at 2 p.m.	at 5 a.m.	at 2 p.m.
Barometer	30.11	30.08	29.99
Temperature	76	69	76
Humidity	53	77	57
Wind Direction	ESE	NE	E
Wind Force	3	1	3
Weather	b	b	b
Rain	0.00	0.00	0.00
Highest open air			
Temperature on the 25th			76
Lowest open air			
Temperature on the 26th			69
H.K. Observatory, Oct. 26, 1920.			
C. W. JEFFRIES, Director.			

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR,
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1,800 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Central
District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate
Terms. Monthly and Family Rates on application to the Proprietress.
Hotel Launch Meets all Steamers.
Telephone 812. MRS. F. E. CAMERON.

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UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

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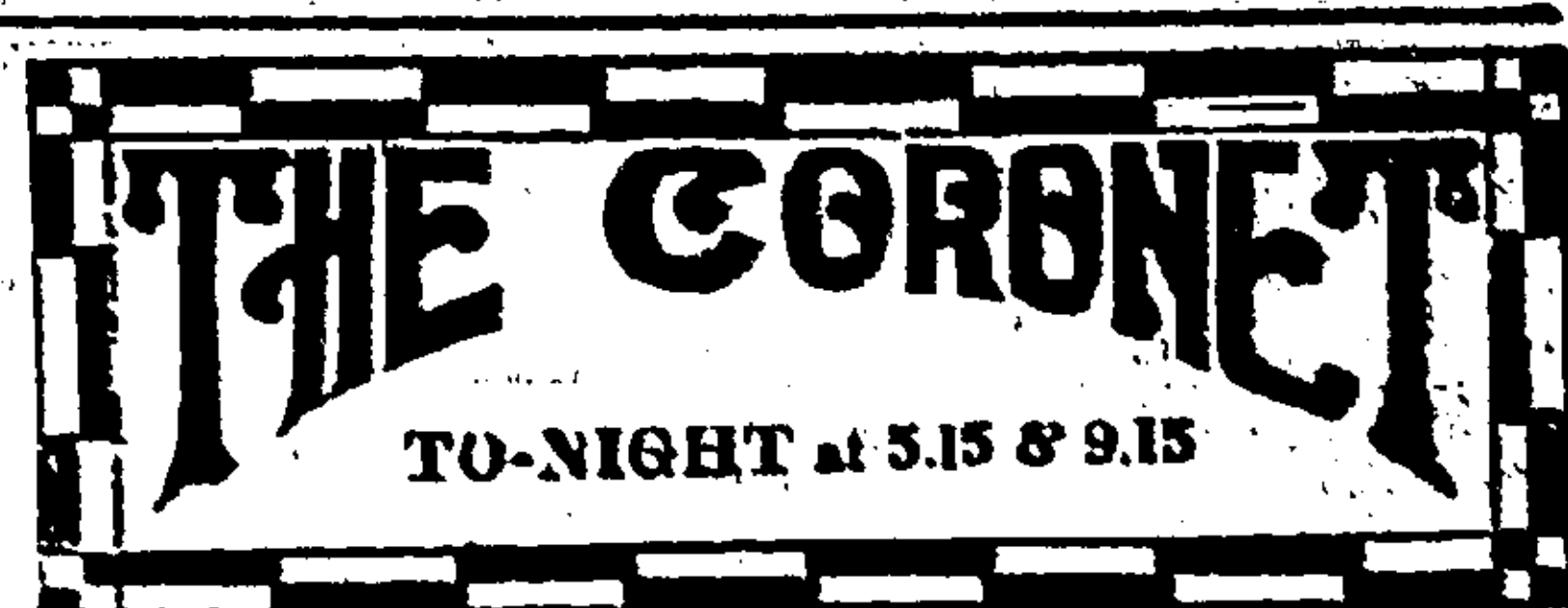
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MADGE KENNEDY

IN

"STRICTLY CONFIDENTIAL."

At 7.15 p.m.

"BOUND & GAGGED."

Episodes 7 & 8

HONGKONG THEATRE

TO-NIGHT at 5.15 & 9.15 p.m.

GERALDINE FARRAR

in

"THE DEVIL STONE"

At 7.15 p.m.

"THE SECRET OF THE SUBMARINE"

Episodes 13, 14 and 15 (final).

NOTICE.



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TIDE TABLE.

25th to 31st October, 1920.

Day	Time of High Water	Time of Low Water	Time of High Water	Time of Low Water
	Mean Time	Mean Time	Mean Time	Mean Time
Mon. 25	7 25	6 4	1 43	3 5
Tue. 26	7 46	6 4	1 49	2 7
Wed. 27	8 11	6 4	2 13	2 8
Thur. 28	8 45	6 4	2 50	2 2
Fri. 29	9 22	6 2	3 21	1 7
Sat. 30	10 2	5 5	4 23	1 3
Sun. 31	10 45	5 3	5 11	1 3

in morning, a afternoon

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.

Banks

H.K. & S. Banks b. & sa. 650
East Asia b. 117

Marine Insurance

Cantons n. 370
North China n. 183
Unions a. 188
Yangtzes n. 23
Far Eastern n. 20

Fire Insurance

China Fires n. 128
H. K. Fires n. 318

Shipping

Douglases s. 66
H.K. Steamboats b. 25
Indos (Pref.) b. 161 1/2
Indos (Def.) L. R. n. 185
Shells n. 145 1/2
Ferries b. 254 1/2

Refineries

Sugar b. 213
Malabour n. 55

Mining

Kailans b. 120 1/2
Langkats n. 154 1/2
Shanghai Loans n. 154 1/2
Shai Explorations n. 154 1/2

Rails

Tonghai n. 28 1/2
Oral Caspian n. 15 1/2

Docks, Wharves, Godowns, &c.

H.K. Wharves b. 89
K. Docks b. 145
Shai Docks b. 119
N. Engineering n. 25

Lands, Hotels & Buildings

Centrals b. 118
H.K. Hotels b. 160
H.K. Lands b. 722 1/2
H. K. Tramways n. 8.10
K. Land b. 40
L. Reclamations n. 140
West Point b. 52

Cotton Mills

Ewas n. 400
Kung Yik n. 135 1/2
Lau Kung Mow n. 150
Orientals n. 170
Shai Cottons n. 222 1/2
Yangtze n. 222 1/2

Miscellaneous

Cements b. 880
China Borneo n. 730 a. 530
China Provident b. 800
Dairy Farms b. 214 1/2
Electrics H. K. b. 182 1/2
Electrics Macao n. 30
Hongkong Ropes n. 23
H. K. Tramways b. 7 1/4 a. 7 1/4
Peak Tram, old b. 7 1/4
Do. new b. 70 cts.
Steam Laundries b. 4 1/2
Steel Foundries n. 10
Water-works b. 15 1/2
Watsons b. 7 1/4
Wm. Powells b. 14 1/2
Wisecons b. 31

Hongkong, Oct. 25, 1920.

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